Report by Finance and Capital Committee (B) 04-25-2024

Washington Metropolitan Area Transit Authority Board Action/Information Summary

Action O Information	Document Number: 205720	Resolution: ● Yes ○ No
----------------------	-------------------------------	---------------------------

Presentation Name:

Recommendation of FY2025 Budget and FY2025-2030 CIP

Project Manager:

Yetunde Olumide

Project Department:

Finance

Purpose/Key Highlights:

The FY2025 Recommended Budget and FY2025-2030 Capital Improvement Program advance our Strategic Transformation Plan goals of **service excellence**, **talented teams**, **regional opportunity and partnership**, and **sustainability**. **Metro's service and safety improvements are working**. In FY2024, service improved, crime decreased, and ridership grew as Metro continues toward the goal to deliver the modern, world-class transit system the region deserves **Metro is focused on optimizing service to deliver the most useful network within available resources**. Staff will present and recommend approval of the FY2025 Operating and Capital Budgets and FY2025-2030 Capital Improvement Program, the Public Hearing Staff Report, the FY2025 Title VI Equity Analysis and Debt Management Policy Guidelines.

Interested Parties:

No interested parties identified.

Background:

Metro plays a pivotal role in the economic vitality of the National Capital Region, supporting revitalization and connecting customers to new activity centers. As the region grows, public transportation will be critical to local businesses, residents and visitors. Dedicated capital funding in 2018 enabled Metro to address long-neglected work, returning the system to a state of good repair. However, the pandemic destabilized the existing operating model, both reducing ridership and triggering historic inflation.

In February 2023, Metro adopted its Strategic Transformation Plan *Your Metro, the Way Forward*. The plan identified four strategic goals: **Service Excellence**, **Talented Teams**, **Regional Opportunity & Partnership**, and **Sustainability**. This plan was developed by the Board of Directors and Metro management to guide decision-making over the next three years. The plan establishes clear priorities for Metro, expands transparency around performance metrics, and promotes collaboration with our teams and partners.

Metro's goal is to provide the region with a world-class integrated transit system offering all-day, safe, customer focused service through modernized vehicles and infrastructure. While recent service improvements, simpler fares, and renewed emphasis on customer experience are growing ridership and customer satisfaction, additional targeted investments in transit are needed for the region to meet its economic, mobility, housing, environmental and growth goals.

Rising inflation, as well as the subsidy reduction Metro provided to the jurisdictions amid the pandemic crisis, has eroded the value of Metro's operating and capital funding significantly contributing to the operating deficit. Despite proactive management actions taken by Metro to control expenses, Metro faced a structural funding operating shortfall of \$750 million in FY2025, a deficit equal to more than 25 percent of the operating budget. This deficit is primarily driven by three categories: the jurisdictional subsidy credit provided in 2020, inflationary pressures driving higher labor and non-labor expenses, and the decline of revenue due to lower ridership.

Discussion:

The WMATA Compact requires Metro adopt a balanced budget annually. In December 2023, staff presented the FY2025 GM/CEO's Proposed Budget to the Board of Directors that confronted the fiscal deficit within the existing subsidy funding model through substantial service cuts and fare increases. Following coordination with jurisdictional partners, Metro revised its FY2025 operating budget based on additional funding from the jurisdictions to avoid the severe service cuts from the initial FY2025 Proposed Budget.

The FY2025 Proposed Budget presented an unrecognizable Metro due to unprecedented service cuts across all modes to close the operating deficit. The FY2025 proposed service cuts to Metrobus included a decrease in service by approximately 33 percent in each jurisdiction, with 67 Metrobus lines eliminated entirely and a reduction in service on 41 lines. Metrorail service cuts included longer headways across the system, turnbacks on the Red Line and Silver Line, the closure of 10 stations, and a 10 p.m. closing time across the system. MetroAccess service was reduced to reflect only the legally required service area and hours based on the decreased Metrorail and Metrobus service levels. Additionally, the FY2025 Proposed Budget included a 25 percent increase in fares and 20 percent increase in parking fees. Closing this deficit through major service cuts and fare increases risked halting the ridership recovery and included steep reductions in maintenance, police presence, and customer service functions. Customers would have faced severe crowding, longer police response times, and more frequent elevator and escalator outages. These service cuts were below current capacity needs and would likely have triggered a death spiral of a loss of ridership, detrimentally impacting the region through worse traffic, reduced access to jobs and opportunities, and more pollution. In addition, these budget cuts threatened to eliminate over 2,200 Metro positions.

Fortunately, in collaboration with jurisdictional partners, the necessary funding will be provided to prevent these draconian cuts. Service across all modes in the FY2025 Recommended Budget will continue FY2024 Approved Budget service plans levels with only modest changes. As part of its forward-looking plan, this FY2025 Recommended Budget will optimize service through targeted rail service cuts and a redesigned bus network focused on delivering the most useful network with available resources. Metro is adapting rail and bus service frequency to how customers travel, increasing customer access to jobs and opportunity, and managing railcar and bus fleets to deliver high asset utilization. Targeted service changes and fare adjustments from the FY2024 Approved Budget include modest increases in headways for the Orange Line peak, off-peak and weekend service, as well as a slight increase to the Green and Yellow Line weekend headway. Additional adjustments to the FY2024 Approved Budget include increased use of six-car trains and a two-hour peak period. Further, the sustainable fare policy will increase weekday fares across all modes by 12.5 percent and reduce fare evasion with system-wide investment in new faregates and increased fare enforcement. Late night and weekend fares for Metrorail will increase by up to 25 percent, resulting in a fare range from \$2.25 to \$2.50.

Metro's ridership continues to recover from the impacts of the pandemic demonstrating significant year-over-year gains; however, changes in the mix of trips has reduced average fares and passenger revenue below budgeted amounts. As post-pandemic ridership patterns continue to evolve, ridership projections are updated. Based on current patterns, Metro projects ending FY2024 with 232.5 million trips. Due to targeted service cuts and fare increases, the FY2025 Recommended Budget projects 226.6 million trips, slightly lower than FY2024 current projections though above the FY2024 Approved Budget ridership of 223.7 million trips.

Jurisdictional partners have committed an additional \$463 million above the legislatively mandated three percent subsidy increase to sustain operations and support continued growth. The FY2025 Recommended Operating Budget is \$2,335.2 million (excluding debt service and reimbursables), a 30 percent increase from the FY2025 Proposed Budget, and prevents the reduction of over 2,200 positions. The FY2025 Recommended Operating Budget gross expenses (expenses before preventive maintenance transfers) are flat compared to the FY2024 Operating Budget. Robust financial management continues to identify operating and administrative efficiencies to ensure proactive management of expenses. Reductions in consulting services and related contracts, savings in digital transformation, improved asset management and administrative efficiencies have yielded an additional \$50 million in savings in FY2025 without impacting safety or direct services. In addition, Metro will implement a salary and wage freeze in FY2025 for non-represented positions.

The FY2025 Recommended Budget adopts a regional approach that requires collaboration and contributions from all stakeholders:

Metro: Salary and wage freeze, recurring administrative efficiencies, and other capital administrative efficiencies resulting in \$113 million in savings for FY2025

Customers: At least 12.5 percent fare increase on regular Metrobus, Metrorail, and MetroAccess beginning in FY2025, and up to 25 percent on late nights and weekends (\$2.50 cap)

Jurisdictions: Additional jurisdictional operating investments to help close the budget gap

Additionally, Metro will increase the use of preventive maintenance to fully close the operating deficit in FY2025. Preventive maintenance expenses originate in the operating budget but are eligible for reimbursement from the capital budget, subject to Federal Transit Administration (FTA) approval. The annual budget establishes the maximum amount of preventive maintenance costs to be transferred from the operating budget to the capital budget. While this can provide relief on the operating budget, it decreases capital funding for infrastructure projects and will accelerate Metro's looming capital deficit.

In addition to expenses to fund Metrorail, Metrobus and MetroAccess operations, the total FY2025 Recommended Operating Budget also includes \$72.2 million in debt service and \$15.3 million budget in reimbursable projects for a total recommended operating budget of \$2,422.7 million.

The FY2025 Recommended Capital Budget is \$2,567 million, including debt service and revenue loss from capital projects. Although Metro's FY2025 Capital Budget is currently fully funded, future funding constraints will shrink the capital program, leaving state of good repair and modernization needs unmet, as well as reduce reliability. Metro is currently projecting an \$11.1 billion (excluding revenue loss from capital projects and debt service) Capital Improvement Program (CIP) for FY2025-FY2030. While this CIP addresses critical overdue needs, it results in a declining capacity for state of good repair and modernization investments especially when dedicated funding debt capacity is exhausted.

Metro advances capital projects and annual capital maintenance programs to restore, sustain, and modernize the system. The program also includes annual preventive maintenance transfers from the operating budget to the capital budget. Priorities of the six-year capital plan include:

- Investing in the system to modernize and provide safe, efficient, and reliable service for customers, employees and the region
- Addressing the backlog of overdue state of good repair needs
- Sustaining safety and reliability through recurring maintenance, rehabilitation, and replacement programs

- Maintaining financial stewardship and ensure audit compliance
- Reducing capital administrative expenses (by \$25 million annually)
- Supporting a sustainable and more equitable future for the region

As the available capital funding decreases, Metro becomes unable to address more and more state of good repair needs, increasing the backlog and jeopardizing the safety and reliability of the system through recurring asset failures. Excessive use of preventive maintenance transfers reduces capacity for other capital investments in the long-term, putting at risk priority investments such as the full-scale Heavy Repair and Overhaul Facility, the 8000-Series Fleet of the Future, Zero-Emission Buses and Garages, Next-Gen Automation and Signaling, and the Blue/Orange/Silver Corridor.

Metro's \$5.0 billion combined FY2025 Recommended Budget incorporates targeted service adjustments and fare increases, as well as continued cost reductions and robust financial management for both operating and capital expenses. Metro remains dedicated to providing the region with world class service that advances regional goals, meets our customers' needs and provides a sustainable future.

Public Participation

Four public hearings, three in-person and one virtual, were held to solicit public feedback on the FY2025 Proposed Budget as well as revisions to the Proposed Budget based on jurisdictional commitments for additional funding.

Title VI Equity Analysis

Title VI Equity Analysis for changes in the FY2025 Recommended Budget concluded no potential disparate impact on minority or low-income riders.

Funding Impact:

Board action is required to approve the FY2025 Budget and the FY2025-2030 CIP. FY2025 Operating Budget Impact - \$2.4 billion FY2025 Capital Budget Impact - \$2.6 billion FY2025 Total Impact - \$5.0 billion

Previous Actions:

Staff presented the GM/CEO FY2025 Proposed Budget to the Board of Directors in December 2023.

In January 2024, the Board of Directors authorized Metro to conduct public hearings and public participation activities on the FY2025 Proposed Operating and Capital Budgets. The public engagement sessions were conducted in February 2024.

Next Steps:

Staff will begin implementation of the FY2025 budget following approval by the Board of Directors.

Recommendation:

Approval to: Accept the FY2025 Budget, Public Hearing Staff Report and Title VI Equity Analysis

SUBJECT: ADOPTION OF FISCAL YEAR 2025 OPERATING AND CAPITAL BUDGETS, FARE AND SERVICE CHANGES, AND FISCAL YEAR 2025-2030 CAPITAL IMPROVEMENT PROGRAM, APPROVAL OF TITLE VI EQUITY ANALYSIS AND PUBLIC PARTICIPATION REPORT, AND APPROVAL OF DEBT MANAGEMENT POLICY GUIDELINES

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

WHEREAS, Compact Sections 23 and 24 require the Board of Directors to adopt a balanced capital budget and a balanced operating budget each year; and

WHEREAS, The Board has reviewed and considered the General Manager and Chief Executive Officer's proposed fiscal year (FY) 2025 operating and capital budgets and FY 2025-2030 Capital Improvement Program (CIP); and

WHEREAS, Pursuant to the Public Participation Plan, the Board of Directors held four public hearings on February 26, 27, 28 and 29, 2024 (one was held in an area served by the Northern Virginia Transportation Commission pursuant to VA Acts of Assembly Ch. 854 Enact. Cl. 8 and one held virtually), on the proposed FY 2025 operating and capital budgets, the fare and service changes, and the FY 2025-2030 CIP as well as public outreach for the Title VI equity analysis; and

WHEREAS, Following the public hearings, staff prepared a Public Participation Report (Attachment A) and Title VI equity analysis (Attachment B) on the proposed service and fare changes using the data from the new ridership survey, which showed that the proposed changes do not result in a disparate impact on minority populations or a disproportionate burden on low-income populations; and

WHEREAS, The Passenger Rail Investment and Improvement Act (PRIIA) funding which was re-authorized in Sections 30019(b) and (c) of the Infrastructure Investment and Jobs Act of 2021 requires the Secretary of Transportation to use \$5 million of the PRIIA allocation to WMATA exclusively for WMATA's Office of Inspector General (OIG) for each fiscal year in which WMATA makes available \$5 million in non-federal funds for use exclusively by the OIG; and

WHEREAS, The WMATA Dedicated Funding Grant Agreement with the District of Columbia requires the Board to consider whether the most recent approved Federal Transit Administration indirect cost rates described in Attachment G are appropriate to apply to the capital program funded by the contributing jurisdictions; and

WHEREAS, The WMATA Dedicated Funding Grant Agreement with Maryland requires the Board to adopt a debt management policy and then review and approve that policy annually; and

WHEREAS, The proposed FY 2025 capital budget includes the issuance of debt (including the issuance of bonds) as a partial funding source; and

WHEREAS, WMATA intends to reimburse itself from bond proceeds, if and when issued, for eligible expenditures on CIP projects incurred before the issuance of the bonds noted as debt in Attachment F of this resolution to the extent permitted by the Internal Revenue Code of 1986 and applicable IRS regulations; and

WHEREAS, In June 2010, the Board adopted a ³/₄ mile zone from fixed route service for the provision of MetroAccess Service (Res. 2010-31); and

WHEREAS, Pursuant to the 24-hour Metrobus reimbursable agreement, WMATA is providing the District of Columbia Metrobus service levels above the existing service plans as of July 2023 and WMATA plans to continue to provide such additional service so long as the District of Columbia continues to fund such additional service or until there is a change in the operating subsidy formula or a network-wide service revision;

WHEREAS, Legislation has passed in the legislatures of the Commonwealth of Virginia and State of Maryland to suspend the 3% annual limit on increases to their respective shares of WMATA's operating budget subsidy for FY 2025;

NOW, THEREFORE, be it

RESOLVED, That the Board of Directors approves the Public Participation Report on the proposed FY 2025 operating and capital budgets and FY 2025-2030 Capital Improvement Program, set forth in Attachment A; and be it further

RESOLVED, That the Board of Directors approves the Title VI equity analysis set forth in Attachment B; and be it further

RESOLVED, That the Board of Directors adopts the FY 2025 operating budget (inclusive of all operating reimbursable projects) of \$2.4 billion, with revenues, expenses, and subsidies detailed in Attachments C and D using the Board-approved subsidy formulae; and be it further

RESOLVED, That the Board of Directors adopts the fare and service changes set forth in Attachment E with the Rail Service changes becoming effective June 1, 2024, to assist with the Summer 2024 Red Line Construction; and be it further

RESOLVED, That the ³/₄ mile zone for the provision of MetroAccess service in Resolution 2010-31 is suspended until June 30, 2026, to freeze the existing paratransit service area as it exists and allow staff to evaluate the impact of Metrobus service changes on paratransit service; and be it further

RESOLVED, That the Board reserves the right, as part of this public hearing process, to revise fare and service changes approved in this Resolution prior to July 1, 2024, based on changes in the amount of funding from the jurisdictions but no changes shall exceed those contained in the public hearing docket for this public hearing process; and be it further

RESOLVED, That the General Manager and Chief Executive Officer or designee is authorized to negotiate and execute a reimbursable agreement for the District of Columbia to fully fund the operational costs of the Daily 24-Hour Metrobus Service Reimbursable Program, substantially in the form as was approved by the Board in Resolution 2023-36; and be it further

RESOLVED, That \$533,633 from the District's existing Reimbursable Operating Agreement paid in WMATA's FY 2024 will be recognized and applied in WMATA's FY2025 for the purposes of continuing the 24-Hour Overnight Bus Network in the District of Columbia; and be it further

RESOLVED, That the Board of Directors adopts the FY 2025 capital budget of \$2.6 billion and the FY 2025-2030 Capital Improvement Program of \$13.3 billion as set forth in Attachment F; and be it further

RESOLVED, That the Board of Directors adopts the Debt Management Policy Guidelines, as shown in Attachment H; and be it further

RESOLVED, That the Board of Directors authorizes the General Manager and Chief Executive Officer, the Executive Vice President and Chief Financial Officer, or their designees to: 1) execute agreements with municipal finance professionals, including underwriters; and 2) draft preliminary bond offering documents for the issuance of tax exempt Dedicated Revenue Bonds through a negotiated sale method in a principal amount not to exceed the amount of debt contained in the adopted FY 2025 capital budget; and be it further

RESOLVED, That the Board of Directors authorizes staff to reimburse itself from bond proceeds, if and when issued, for eligible expenditures on Capital Improvement Program projects incurred before the issuance of the bonds noted as debt in Attachment F of this

resolution to the extent permitted by the Internal Revenue Code of 1986 and applicable IRS regulations; and be it further

RESOLVED, That as required by Section 30019(c) of the Infrastructure Investment and Jobs Act of 2021, which amends the requirements of the Passenger Rail Infrastructure Investment Act, at least \$5 million of non-federal funds shall be provided from the operating budget for use exclusively by the Office of Inspector General in addition to any other non-federal funds necessary to match any unspent Passenger Rail Infrastructure Investment Act funds allocated for the use of the Office of the Inspector General from a prior fiscal year; and be it further

RESOLVED, That the Board of Directors approves one or more transfers in an aggregate amount not to exceed \$181.4 million of operating expenses from the FY 2025 operating budget to the FY 2025 capital budget for the payment of eligible preventive maintenance expenditures so transferred; and be it further

RESOLVED, That the Board of Directors has considered the use of the most recent Federal Transit Administration-approved indirect cost rate set and directs staff to apply that indirect cost rate set as described in Attachment G to all projects, including those funded by jurisdictional capital contributions in the FY 2025 capital budget; provided, however, staff is authorized to apply the proposed FY 2025 rate set so long as it does not exceed the most recent FTA-approved rates, and further provided, that if the FTA approves a different rate set during the fiscal year then that new rate set shall be used without further action of the Board of Directors so long as the new rate set does not cause an increase in the subsidy paid by any jurisdiction; and be it further

RESOLVED, That the Board of Directors authorizes the General Manager and Chief Executive Officer to reprogram up to \$10 million in capital funding to support operating revenue losses caused by service disruptions associated with major capital projects; and be it further

RESOLVED, That \$72.2 million of debt service payments resulting from the issuance of Series 2017A, 2017B, and 2018 bonds are due from and allocated to the participating jurisdictions as set forth in Attachment D; and be it further

RESOLVED, That the table in Section 601 of the Procurement Guiding Principles (Attachment A to Res. 2021-07) entitled "Non-Procurement Activities Requiring Board Approval" is amended by deleting the fourth bullet ("Nonannual State or Federal Grants with match requirements") under the "Other" column; and be it further

RESOLVED, That in order to implement the FY 2025 capital budget and the FY 2025 operating budget, the General Manager and Chief Executive Officer, the Executive Vice President and Chief Financial Officer, or their designees are authorized to: (1) file and execute grant applications and accept grants or other financial assistance on behalf of WMATA for funds from the federal government or any other public or private entity

regardless of whether a local match is required without further action by the Board of Directors, so long as the acceptance of such grant or other financial assistance does not result in the increase in expenditures above the approved FY 2025-2030 Capital Improvement Program or the approved FY 2025 operating budget or otherwise require approval by the Board of Directors; (2) conduct public hearings at any time during FY 2025 in furtherance of the implementation of the FY 2025-2030 Capital Improvement Program; and (3) execute and file the annual Federal Transit Administration Certifications and Assurances as a prerequisite to the submission of federal grant applications; and be it finally

RESOLVED, That to allow staff to timely apply for FY 2025 grants, this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

<u>/s/</u>____

Patricia Y. Lee Executive Vice President, Chief Legal Officer, and General Counsel

WMATA File Structure Nos.: 4.2.2 Fiscal Year Budgets 9.12.9 Tariff/WMATA Fare Structure

Attachment A

Public Participation Report

36 of 552



FISCAL YEAR 2025 BUDGET PUBLIC OUTREACH & INPUT REPORT

APRIL 2024



Content

EXECUTIVE SUMMARY	1
ENGAGEMENT AT A GLANCE	2
PUBLIC ENGAGEMENT RESULTS	3
COMMUNICATIONS AND OUTREACH OVERVIEW	4
STAKEHOLDER ENGAGEMENT	5
TARGETED MARKETING AND MEDIA	7
PUBLIC HEARINGS	13

Appendices

Appendix A: Written Comments, Letters, and Testimony

Appendix B: Customer Feedback on Proposals

i.



EXECUTIVE SUMMARY

Metro focuses on providing safe, reliable, and affordable transit to the region; however, the Fiscal Year 2025 (FY2025) proposed budget approved by the Board for public feedback reflected a \$750 million deficit. The proposed FY2025 budget included plans to eliminate the deficit through:

- various cost-saving measures, including cutting inefficient service and administrative operations;
- increasing fares;
- performing cost-saving initiatives;
- seeking additional support from other jurisdictions; and
- shifting funds from other programs.

During the public comment period, jurisdictional partners worked to secure additional funding while Metro collected feedback on the original budget proposal.

Details about the proposed service changes can be found in the FY2025 Budget Staff Report and in WMATA Docket B24-01: Proposed FY2025 Capital Improvement Program and Federal FY2025 Grant Applications; and B24-02: Proposed FY2025 Operating Budget and Associated Service and Fare Proposals, which are posted online at <u>wmata.com/budget</u>.

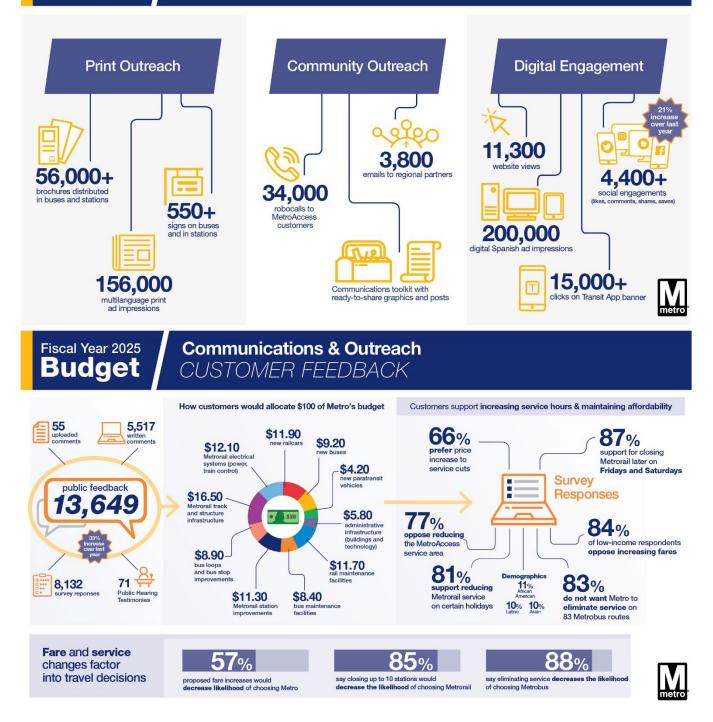
The following report includes an overview of the communications and outreach efforts and a summary of the public input received. Additional public feedback analysis and a complete transcript of written comments can be found in the appendices listed here:

Appendix A: Written Comments, Letters, and Testimony

Appendix B: Customer Feedback on Proposals

ENGAGEMENT AT A GLANCE

Fiscal Year 2025 Budget **Community Outreach and Engagement Tactics** BY THE NUMBERS



PUBLIC ENGAGEMENT RESULTS

In total, Metro received 13,649 public comments and responses on the proposed budget. More than 97% of the feedback was received via the online survey tool. This included:

- 8,132 survey completes
- 55 uploaded comments submitted through the survey or sent to the Board Secretary's Office
- 71 testimonies delivered at the public hearings

We received 33% more comments for this year's fiscal year budget than last year.

Survey Responses

Out of the more than 8,000 survey responses, 72% of respondents are current Metrobus riders and 81.5% are current Metrorail riders (measured as having traveled in the last week). The team worked to gather diverse voices, with 10% of respondents identifying as Hispanic, 11% African American, and 10% Asian.

Survey respondents expressed high approval for increasing service hours and maintaining affordability:

- 66% prefer price increases to service cuts
- 87% support for closing Metrorail later on Fridays and Saturdays
- 84% oppose increasing fares

Overall, the survey respondents demonstrated that reducing service would have a bigger impact on travel decisions compared to fare changes. Over 80% of respondents said eliminating bus service or closing stations would decrease their likelihood of choosing Metro. However, when faced with a decision between fare increases or service cuts, two thirds of respondents would choose fare increases.

Written Comments

- Nearly 70% of written comments provided as part of the online survey related to system service, including bus, rail, or overall system feedback
- 58.5% of comments included mention of bus service
- About 12% of comments were related to Capital or Operating Budget

See Appendix A: Written Comments, Letters, and Testimony and Appendix B: Customer Feedback on Proposals for more information.

COMMUNICATIONS AND OUTREACH OVERVIEW

The FY2025 budget communications and outreach effort was designed to encourage public feedback from customers, stakeholders, and community members across Metro's 1,500-square-mile service area. Communications were guided by Metro's Board-approved Public Participation Plan (PPP), which meets or exceeds all Federal Transit Administration (FTA) requirements. Efforts included outreach across the system and in the community, multilanguage advertisements, and Spanish-language digital ads.

Many of the communications and outreach tactics occurred during the official public comment period timeframe, Monday, February 12 - 5 p.m. Tuesday, March 5, 2024.

The communications and outreach plan included the following efforts:

- Stakeholder engagement
- Targeted marketing and media
- Public Hearings

Metro established communications and outreach goals to ensure that communications were open and transparent and led to public understanding of:

- What the proposed changes were
- Why changes were proposed
- How the public could comment on the proposed changes
- When the changes could go into effect

Feedback was collected through the following sources during the public comment period:

- Online surveys
- Comments received at the Public Hearings through in-person or virtual testimony
- Written comments received online and delivered to the Board Secretary's Office

A summary of the over 13,000 public comments and responses received can be found in the Public Input Results section at the end of this document, and Appendices A and B.

STAKEHOLDER ENGAGEMENT

To reach customers and community members across Metro's service area, Metro staff engaged stakeholders to help amplify the FY2025 budget messaging and collect feedback from a wide variety of individuals across the region. A comprehensive outreach effort was made to inform and connect with elected officials, jurisdictional partner staff, business leaders, transit advocates, and community-based organizations (CBOs). Metro provided stakeholders with a "communications toolkit" to help amplify the FY2025 budget messaging.

Elected Official and Stakeholder Emails

Metro sent FY2025 budget email

communications to 3,795 individuals –state and local elected officials, jurisdictional staff, community partners, places of worship, event venues, business improvement districts, apartment and residences, schools, shopping areas, social service organizations and more.

The first round of email communications was sent the week of February 12 to inform stakeholders of the overall budget situation and provide a look-ahead timeline of key milestones, including when and how the public could provide feedback.

The February edition of *Metro Update*, Metro's stakeholder and community based organization (CBO) email, reached nearly 3,000 community



stakeholders within local BID/Civic Associations, businesses, event venues, government facility/agencies, hospitals/medical services, hotels, places of worship, multi-unit residential buildings, schools, shopping centers, and transportation partners, in addition to nearly 1,000 government stakeholders in DC, Maryland, and Virginia. Metro staff followed up on emails and phone calls from stakeholders in reply to these emails.

Committee Briefings and Meetings

The **Riders Advisory Council (RAC)** received briefings from project staff about the budget proposal and public comment period at their January, February, and March 2024 meetings. The **Accessibility Advisory Committee (AAC)** received regular updates throughout the budget process, including briefings at its January and February 2024 meetings. Additionally, the **Joint Coordinating Committee (JCC)**, comprised of staff from regional jurisdictions, participated in sessions to discuss the budget proposals with Metro staff.

Employee Communications

Several email communications to employees ensured they had the opportunity to learn about FY2025 budget proposals. Three email updates about the budget and its impact on employees were sent to employees between December 2023 and February 2024.

The General Manager and CEO also participated in the *MetroVoices* podcast on January 23, 2024, to discuss 2023 highlights and the status of the FY2025 budget.

Communications Toolkit

The stakeholder email contained links to a communications toolkit hosted on the budget webpage with information that stakeholders could share. The toolkit included messaging, graphics, printable brochures, and customer information flyers in multiple languages. Metro also provided sample social media posts encouraging the public to comment on the budget. These posts were designed as cut-and-paste solutions in English and Spanish that stakeholders could easily share through their social media channels to encourage people to share their thoughts on the proposals.



Customer Engagement



Due to efforts to reduce contracted street team costs, in-person outreach was conducted internally with Metro Ambassadors. Identified by their yellow and black Metro attire, these Ambassadors shared information and answered questions about the FY2025 budget.

Between February 20-28 during high ridership periods, Ambassadors distributed an estimated 6,000 brochures to customers at top high ridership bus-rail transfer stations and at the three stations closest to the in-person public hearings during the specific dates/times when the hearings occurred.

Staff were strategically placed to reach the most customers at the following stations: Gallery PI-Chinatown, Southern Avenue, Anacostia, East Falls Church, Ballston-MU, Metro Center, Dupont Circle, Farragut North, King St-Old Town, Pentagon City, Fort Totten, Brookland-CUA, Silver Spring, L'Enfant Plaza, and Court House.

34,000 robocalls were also made to MetroAccess customers informing them about the budget hearings.

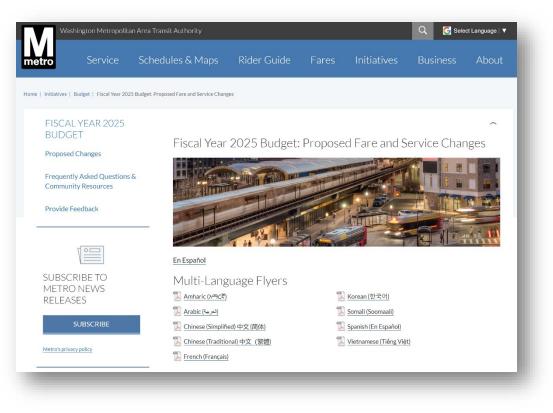
TARGETED MARKETING AND MEDIA

Metro used targeted marketing and media strategies to increase awareness and encourage feedback on the proposed budget.

Website

The budget webpage (<u>wmata.com/budget</u>) served as the central location for information on the budget proposal and comment period. The page was fully translated into Spanish, and customer information notices were posted in eight additional languages: Amharic, Arabic, Chinese (Simplified and Traditional), French, Korean, Somali, and Vietnamese.

Links to content were available for the public to review, including Metro's FY2025 Budget Book, detailed maps of proposed bus and rail service changes, and the Public Hearing notice. The web page was also the primary channel for collecting feedback because customers could access the online survey in English and Spanish and submit written comments and upload letters. The Public Hearings were streamed live on the FY2025 budget web page and Metro's YouTube page.



The FY2025 budget page received over 11,300 views and 8,500 individual visitors during the public comment period. The average time on the page was just under two minutes. Half of the users accessed the site from their desktop computers, and the other half accessed it from their mobile devices.

Survey Tool

Metro's primary method for collecting feedback was the online survey tool. The survey tool, available in English and Spanish via <u>wmata.com/budget</u>, provided the public a way to provide feedback by answering the survey questions, submitting open-ended comments, or uploading documents. Individuals who required additional language assistance were encouraged to call Metro's Customer Relations Department so a representative could assist them with taking the survey with the help of an interpreter.

In total, 8,132 respondents took the survey, with 85 in Spanish. An average of over 75 percent of respondents indicated that they rode Metrorail or Metrobus within the past seven days. Nearly 8.5 percent of respondents had utilized MetroAccess service within the past seven days. A full report on the feedback received through the survey tool is available in Appendices A and B.

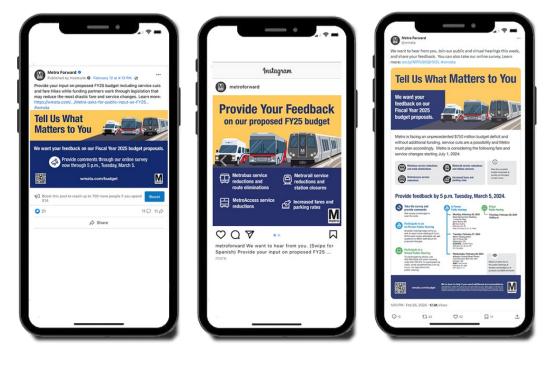
Digital and Print Communications

A mix of paid advertising and owned/earned media was used to promote the budget proposals and encourage public feedback. Paid advertising focused on getting the message out in languages other than English. Metro issued a press release marking the start of the public comment period and used X, Instagram, and Facebook to promote public comment opportunities.



Social Media

Metro published social media content in English and Spanish to amplify budget messaging and reach customers across the region. Owned social media posts resulted in more than 4,400 engagements (likes, comments, shares, saves) across all platforms.



Facebook

Instagram

X/Twitter

Social Media Metrics*

Channel	Date	Details
X (formerly Twitter)	2/01/24	 37,540 impressions 1,137 engagements (includes likes, shares, comments, and saves)
Facebook	2/12/24	 2,573 people reached 21 engagements (includes likes, shares, comments, and saves)
Instagram	1/30/24	 7,740 people reached 489 engagements (includes likes, shares, comments, and saves)
Instagram	2/01/24	 19,020 people reached 2,177 engagements (includes likes, shares, comments, and saves)
Instagram	2/18/24	 7,412 people reached 587 engagements (includes likes, shares, comments, and saves)

*Reach = the total number of individuals who saw the content (people are only counted once, even if they view the content more than once);Impressions = the number of times an ad is seen or heard.

Digital Ads

Metro ran targeted English and Spanish-language advertisements from February 19 to March 5, 2024. The ads, which directed people to the online survey, appeared in apps and mobile and desktop devices.

In-app banners displayed on the Transit app's home screen from February 14 to March 5, 2024, offering content in both English and Spanish. **1,212 respondents completed the budget survey because of the Transit app banner.**



Digital Advertising Stats

Media	Language	Run Dates	Details
High-Impact Mobile Banner Ads (Stack Adapt)	Spanish	2/19-3/5/24	Total impressions: 200,000
Transit App Banner Ads	English/ Spanish	2/19 – 3/05/24	Total impressions: 155,359 Total engagements: 15,305 Click-through rate: 9.9%

Print Advertising

Paid advertisements were placed in publications covering multiple languages: The Washington Afro, Atref, Doi Nay, El Tiempo Latino, Washington China News, Korean Times, and Washington Informer.

Publication	Language	Run Dates	Total Est. Impressions
Washington Afro	English	2/24/2024	25,000
Atref	Amharic	2/26/2024	8,000
Doi Nay	Vietnamese	2/23/2024	11,000
El Tiempo Latino	Spanish	2/23/2024	45,000
Washington China News	Mandarin	2/24/2024	45,000
Korean Times	Korean	2/21/2024	17,000
Washington Informer	English	2/22/2024	50,000





Print and Digital Signage

Information was posted in English and Spanish throughout the system to communicate the budget proposal and encourage feedback from customers regionwide, including:

- Paper signs posted at all 91 Metrorail stations •
- Digital screens, including digital passenger information screens in mezzanines •
- Signs and brochures in bus information centers onboard all Metrobuses •
- Signs onboard all MetroAccess vehicles

Tell Us What Matters to You Cuéntanos lo que te importa

We want your feedback on our Fiscal Year 2025 budget proposals. Queremos sus comentarios sobre nuestras propuestas de presupuesto para el año fiscal 2025.

Metro is facing an unprecedented \$750 million budget deficit and without additional funding, service cuts are a possibility and Metro must plan accordingly. Metro is considering the following fare and service changes starting July 1, 2024:

Metro enfrenta un déficit presupuestario sin precedentes de \$750 millones y, sin fondos adicionales, los recortes de servicios son una posibilidad y Metro debe planificar en consecuencia. Metro está considerando los siguientes cambios de tarifas y servicios a partir del 1 de julio de 2024:





Metrorall service reductions and station closures

Increased fares and parking rates

Aumento de tarifas y tarifas de

MetroAccess service reductions Reducciones del servicio MetroAccess

wmata.com/budget

(j) View the complete budget proposals at wmata.com/budget to learn more. Vea las propuestas de presupuesto completas en wmata.com/budget para obtener más información.



In-PersonPublic Hearings En personaAudiencias públicas Virtual Public Hearing Audiencias públicas virtua Monday, February 26, 2024 lunes, 26 de febrero de 2024

BUD

Provide feedback by 5 p.m. Tuesday, March 5, 2024.

Envíe sus comentarios antes de las 5 p.m. Martes 5 de marzo de 2024.

Take the survey and provide comments Responde to encuesta y proporcione comentarios Visit winata.com/budget o secance of código.

Participate in an In-Person Public Hearing Participe en una audiencia pública en persona Al public hearings begin at 6 p.m., with an open housestarting at 6 p.m. At the open house, attendees can ask questions to Metro starf about the proposed changes.

ank Questions to mitto sum associates program allas 6 p.m., y la jornada do puertas ablortas comienza a las 6 p.m. En la jornada do puertas ablortas, los asistentos pueden hacer preguntas al personal do Metro sobre los cambios

nearing. cipar por teléfono, llame al 206-899-2028 e código de reunión 164 729 013. Para partid envie un correo electrónico a talkäwmata Is 5 p.m. el día anterior a la audiencia públ

Participate in a Virtual Public Hearing Participe en una audiencia pública virtual To participate by phone, call 206-899-2028 and enter meeting code 164 729 013. To participate by video, email speak@wmata.com by 5 p.m. the day before the which became

ic hearing.

0

Thursday, February 29, 2024 jueves, 29 de febrero de 2024 Jueves, 29 . 12:00 p.m.

Ruhes, 25 de febrero de : Silver Spring Civic Building 1 Veterans Plaza Silver Spring, MD © Silver Spring Metrobus 28, 28 Fide On Route 9, 12, 15, Flash

Wednesday, February 28, 2024 miércoles, 28 de febrero de 2024 Arlington County Board Room 2100 Clarendon Blvd. Ste. #307 100 Clerendon BA Inlington, VA Brobus 48, 388 Atrobus 48, 388

Watch or listen live to the public hearings at youtube.com/MetroFo Vea o escuche en vivo las audiencias públicas en voutube.com/MetroForward

M

Media Relations

To complement advertising and social media promotion, Metro published a <u>press release</u> on February 12 to 7,000+ media representatives and stakeholders to generate earned media coverage to reach a region-wide audience. The release announced the opening of the public comment period and provided details about Metro's in-person and online public hearings. This release resulted in 16 media mentions.



DC News Now, 2/13/23

PoPville, 2/13/24



PUBLIC HEARINGS

As part of the FY2025 budget process, the public had the opportunity to participate in one virtual or three in-person Public Hearings to provide testimony, learn more about, and submit comments on the proposed FY2025 capital improvement program and federal FY2025 grant applications as well as the FY2025 operating budget and associated service and fare proposals. All hearings were broadcasted online at <u>youtube.com/metroforward</u>.

Prior to the hearing, the public could attend a one-hour open house staffed by Metro's subject matter experts to answer questions. Those who wished to submit virtual testimony could preregister to participate by video or call in during the hearing to submit audio-only testimony. American Sign Language (ASL) interpretation was provided at each of the Public Hearings.



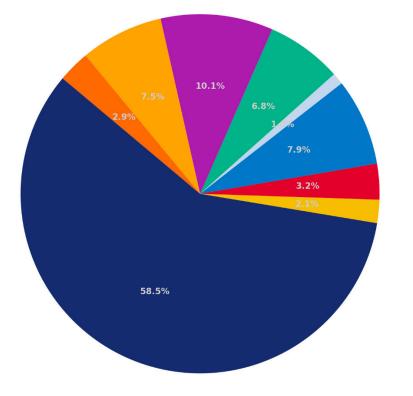
Public Hearing Details

Event Details	Public Hearing Speakers	Metro Board Member Representatives	Metro Executive Representative
Public Hearing #655 Monday, February 26, 2024, 6 p.m. Silver Spring Civic Building 1 Veterans Plaza Silver Spring, MD 20910 <u>View archive of meeting here.</u>	26 speakers	Don Drummer	Jennifer Ellison Yetunde Olumide
Public Hearing #656 Tuesday, February 27, 2024, 6 p.m. Metro Headquarters 300 7th St, SW Washington, DC 20024 <u>View archive of meeting here.</u>	28 speakers	Dr. Tracy Hadden Loh Valerie Santos Spring Worth	Jennifer Ellison Yetunde Olumide
Public Hearing #657 Wednesday, February 28, 2024, 6 p.m. Arlington County Board Room 2100 Clarendon Blvd. Ste. #307 Arlington, VA 22201 <u>View archive of meeting here.</u>	19 speakers	Paul Smedberg Dr. Bryna Helfer	Jennifer Ellison Yetunde Olumide
Public Hearing #658 Thursday, February 29, 2024, 12 p.m. Virtual <u>View archive of meeting here.</u>	11 speakers 2 via phone 9 via video	Sara Kline	Jennifer Ellison Yetunde Olumide



APPENDIX A

WRITTEN COMMENTS, LETTERS, AND TESTIMONY





Comments Distribution by Category

Written Comments from Survey

Comment	Catagony
Comment Many of these changes would not fully deter me from using the metrorail but would make my travels	Category
more inconvenient and annoying throughout the weekdays/ weekend	Rail Service
Keep service, get needed funding	Capital Budget
Increase Wages for Workers	Operating Budget, Management and Spending
New York City's subway fares aren't nearly as expensive as your Metro's. Stop squeezing your customers	
and manage your business better. Wmata is not just a vital and critical to the daily federal capital region. It?s also a national symbol of	Rail Service
America?s national pride. It?s a shame Wmata has to go through this every time. I hope Congress and	
the local jurisdictions will bring this budget issues to an end, which will give peace and stability to the	
hard working men and women of the Wmata workforce.	Operating Budget, Management and Spending
I think Metro should increase pay for its employees, close at 11pm seven days a week and have better	
shifts for employees. Metro does not take care of its employees and treats them like slaves. I would	
love to have a better Metro that takes care of its employees, puts them first, increase its wages and create a better work environment for its employees.	Operating Rudget Management and Sponding
I would encourage exploring running more frequent trains over shorter sections of track, reducing wait	Operating Budget, Management and Spending
times to 5 min or less in the city center (and/or other areas of high ridership). Then run less frequent	
trains to the end of line - timing them to coincide with high ridership (morning and afternoon rush, at	
close of bars). Convenience will increase ridership. A tax on commuter cars (see London) could also pay	
for Metro enhancements. Thank you!	Rail Service
Public transportation is needed. People need to get to and from all day and all year round. People	
depend on metro to get to work to provide for there families. Your loved ones use this platform to get around. To be honest some routes need to added on Sundays and running faster not shorter.	Bus Service
See survey	Miscellaneous
Not in favor or proposal	Miscellaneous
Is the current fare appropriate? I hope the method remains the same.	Fares/Fees/Parking
My Metrobus lines to Metrorail are critical to reaching my job. Eliminating the 08W or 21C would be a	
major blow to my job.	Bus Service
metro needs a different model of funding and a way to guarantee there won't be massive rate hikes or	
service disruptions that will disproportionately affect the people who need to use metro to manage a daily life in this already very expensive metro area	Capital Budget
All proposals are self-inflicted wounds that only serve to further deteriorate Metro's ridership levels.	copital badget
Metro needs to run more trains, reliably, at a price people can afford. Between parking at metro and	
current fares, it is currently the same price for me to park downtown. Increased prices and/or fewer	
trains will only push me, and others into their cars and Metro's shortfalls will continue. Further, these	
proposals will only harm poor/lower class workers who do not have alternative means of	
transportation. Many of these people do not work 9-5 and rely on later Metro service to get to and	
from work. It's not overly complicated - just create a reliable product that runs frequently. 15-20	
minute wait times in the capital of the United States is an absolute joke of a proposal, and one that Metro should be embarrassed about even considering.	Fares/Fees/Parking
The Metro is imperative for those who use it. I would rather pay a little extra to get the same or better	raies/rees/raiking
services.	Rail Service
I think the idea of consolidating bus lines and terminating lines when they begin overlapping with	
Metro is a good idea and should be pursued regardless of Metro's funding situation. It would allow	
Metro to operate more frequent service for less money, with an overall minimal impact to riders once	
they acclimated to the change of needing to transfer to Metrorail to finish their trip.	Bus Service
Wmata needs to enhance safety for the riding public as well as there employees. I see transit officers	
standing around doing nothing especially with fare invaders. Also I would like to see more officers on the trains.	Fare Evasion/Safety/Crime
Make Cuts from the Upper Management	Operating Budget, Management and Spending
Please do not cut or reduce the 52, 74, or P6 buses. I take them all regularly for work and for errands.	
They are the only routes to/from SW which is a fast growing neighborhood. Thank you.	Bus Service
METRO needs to work harder to institute a dedicated sales tax; whether it be lobbying or marketing, it	
needs to happen. The constant of having to beg for funds from various municipalities is unsustainable and leads to shortfalls in budgets!!	Operating Budget, Management and Spending
Don't cut P6 bus service. Want more metro rail and bus service, willing to pay more personally but	
aware that is not option for everyone. Would prefer income tax over fare increase. Removing access to	
service worse than increasing fare, removes choice from the customer. I'm sure budget proposal was	
made by very smart people so I support that- don't see how allocation question could be reasonably	
answered by average customer even after hour of looking at budget docs online.	Operating Budget, Management and Spending
Public transit is a public good, it exists to serve the city and outlying areas in ways that are	
environmentally sustainable and equitable to lower income people in our community. It?s one of the most valuable investments our city can make, and I hope resources can be found from other sections of	
the budget to support WMATA?s shortfall, instead of reducing WMATA?s budget drastically	Operating Budget, Management and Spending
Metro is such an asset to the DMV! I think WMATA has done such a great job these past few years	
improving and expanding service. It would be a real shame to backslide. I hope you get the funding you	
need via budget allocations? I think it?s fundamentally unrealistic and untenable to expect public	
transit to pay for itself via fares, especially as we try to become less car-dependent as a society. Public	
transportation should be treated as a public amenity. Thank you for making the DMV more accessible to visitors and residents!	Operating Budget, Management and Spending
People need metrorail and metrobus to run reliably and frequently. Decreased service cuts could harm	operating baaget, Management and Spending
people who have to make transfers, which already can be difficult to plan for.	Bus Service
I wouldn't mind the fare increases so much if there was a push to inform low income, students, seniors,	
etc. about discount options and services that might be available. Especially given how common fare	
evasion is, I imagine a large portion of the people who evade paying are eligible for these discount	
options. I would absolutely rather pay more for each trip, rather than have service reduced. In fact, I would	Fare Evasion/Safety/Crime
gladly pay even more to have more trains running and/or for trains to run much later on weekends	Rail Service
The end user shouldn't have to suffer financially it should be the city or local government's pockets. We	
pay to much taxes to not be reaping the benefits of our taxes. Our money should be used wisely by	
wise professionals and not check collectors	Operating Budget, Management and Spending
wise professionals and not check collectors Increase the salaries of your drivers, rail operators and safety training support.	Operating Budget, Management and Spending Fare Evasion/Safety/Crime
wise professionals and not check collectors Increase the salaries of your drivers, rail operators and safety training support. An fair increase but not 7.00 maybe 4.00 or 5 and a few cuts in service but some of the service cuts are	Fare Evasion/Safety/Crime
wise professionals and not check collectors Increase the salaries of your drivers, rail operators and safety training support. An fair increase but not 7.00 maybe 4.00 or 5 and a few cuts in service but some of the service cuts are in areas where there is barely bus service especially on weekends	
wise professionals and not check collectors Increase the salaries of your drivers, rail operators and safety training support. An fair increase but not 7.00 maybe 4.00 or 5 and a few cuts in service but some of the service cuts are in areas where there is barely bus service especially on weekends Please don?t approve any improvements at the Potomac Yard Metrorail station related to the	Fare Evasion/Safety/Crime
wise professionals and not check collectors Increase the salaries of your drivers, rail operators and safety training support. An fair increase but not 7.00 maybe 4.00 or 5 and a few cuts in service but some of the service cuts are in areas where there is barely bus service especially on weekends	Fare Evasion/Safety/Crime Bus Service
wise professionals and not check collectors Increase the salaries of your drivers, rail operators and safety training support. An fair increase but not 7.00 maybe 4.00 or 5 and a few cuts in service but some of the service cuts are in areas where there is barely bus service especially on weekends Please don't approve any improvements at the Potomac Yard Metrorail station related to the proposed arena until Virginia finds a way to provide dedicated funding. If they want to prop up a	Fare Evasion/Safety/Crime
wise professionals and not check collectors Increase the salaries of your drivers, rail operators and safety training support. An fair increase but not 7.00 maybe 4.00 or 5 and a few cuts in service but some of the service cuts are in areas where there is barely bus service especially on weekends Please don?t approve any improvements at the Potomac Yard Metrorail station related to the proposed arena until Virginia finds a way to provide dedicated funding. If they want to prop up a billionaire, we should make them figure out a way to prop up Metro and these many vital Dont do this in bin na be paying yall still finna be broke at the end of the dat Enforce fines due fare evasion at all metro station effectively , some rides even though are struggling	Fare Evasion/Safety/Crime Bus Service Capital Budget Miscellaneous
wise professionals and not check collectors Increase the salaries of your drivers, rail operators and safety training support. An fair increase but not 7.00 maybe 4.00 or 5 and a few cuts in service but some of the service cuts are in areas where there is barely bus service especially on weekends Please don?t approve any improvements at the Potomac Yard Metrorail station related to the proposed arena until Virginia finds a way to provide dedicated funding. If they want to prop up a billionaire, we should make them figure out a way to prop up Metro and these many ital Dont do this no be paying yall still finna be broke at the end of the dat	Fare Evasion/Safety/Crime Bus Service Capital Budget

Comment	Category
While I understand that the budget is the way that it is right now, I believe that metro should be	
operated as a public service and not something that needs to worry about making money. Therefore,	
instead of service reductions, which are never good, or fare increases, Metro's budget should be taken	
from a permanent pool of tax money that fully funds metro without question. The idea of reducing or eliminating metro is frankly ridiculous and it is simply the wrong way to look at transit in general. We	
do not apply these same budget considerations when thinking about car infrastructure.	Operating Budget, Management and Spending
Cutting service will only decrease ridership, raising fares will decrease ridership and increase fare	
invaders.	Fares/Fees/Parking
I ride the 8W (and sometimes the 21C) to the Pentagon to take the Yellow Line to Gallery Place to get	
to work and back home. What buses will provide service from the west end of Alexandria to the	
Pentagon if these routes are canceled?	Bus Service
Please keep the rush hour service and just cut times during the weekend	Service Levels
Decreasing service is only a short term solution since it will encourage people to use other forms of	
transportation. They may never return.	Service Levels
I appreciate trying to make it work while on a small budget. However, this is not the way to do it. Many	
people are likely to turn away from using the metro and riding busses if there are none to ride in the	
first place with the service cuts. I hope you cam figure out a way to solve this issue by taking a different	
approach.	Operating Budget, Management and Spending
I do not support cutting service to make up for the budget shortfall. This is a public good and it should	
not be expected to turn a profit like a business. By cutting the budget, you are telling Washingtonians	
that you don?t care about them or their transit needs. If you are looking to cut expenses, cut the	
salaries of your top executives who are making 200k a year and probably don?t even ride the metro. If	
you have to cut service, reduce frequency in Maryland or Virginia, since I think they?re the root cause	
of your budget shortfall. By threatening to cut off service to Maryland and Virginia until they increase their funding to where it needs to be to address the budget shortfall, you will mobilize groups with lots	
of power and influence that could put the pressure on their respective governments to increase the funding. The Government of Washington DC has supported metro and offered them a vital lifeline,	
don?t punish the taxpayers in DC because out of state governments are not providing adequate	Operating Budget, Management and Spending
Stop the free rides for passengers, they take advantage of the service that WMATA provide to the	
public. Give Metrobus operators more protection.	Bus Service
V14 and F14 routes are my regular ways to/ from work and i want them to be maintained since there is	
no other service from capitol heights to malboro pike	Bus Service
Why raise the fare if people were not paying when the fare was lower. Make the bus free and raise the	
fare on the rail. That way you can monitor and enforce fare evasion at train stations because it's	
impossible to do it on the bus.	Bus Service
The M4 and the D6 are the only busses near me and they're both proposed to be removed. I don't have	
a car and without them it will be much harder for me to get to work	Bus Service
Please don't take away the T2 route. It's the only bus service through this area and a lot of workers and	
students use this route faithfully everyday and without it they would need to rideshare or walk to get	
to and from as most of this demographic don't live in said area. It would cause a huge stress on these	
people and also the schools and businesses in that area.	Bus Service
Stop letting people on the bus who don't pay	Bus Service
Service cuts and fare increases are both terrible ideas. Go ask the federal government for money.	
They're giving out tons of tax credits for electric vehicles.	Bus Service
I use the S2 a lot and if you?re cutting that you?re cutting off a lot of residents and people who use it	Due Canida
regularly Cutting or cimplifying routed is good. Cutting frequency of convice is your your your had them a daily	Bus Service
Cutting or simplifying routes is good. Cutting frequency of service is very, very, very bad. I am a daily	
commuter, but entirely on the Red line north of Grosvenor. The recent speed limit increase has been great, but I would really hate to have to stand at hus stops and metro platforms in the cold for any	
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any	
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming	Bus Service
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any	Bus Service Miscellaneous
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service.	
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers.	Miscellaneous
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system	Miscellaneous Rail Service
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours	Miscellaneous Rail Service
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel	Miscellaneous Rail Service
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6	Miscellaneous Rail Service
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 2LC already operates on a shortened schedule and does operate all day long. The morning	Miscellaneous Rail Service Bus Service
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours ti?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a	Miscellaneous Rail Service Bus Service
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is	Miscellaneous Rail Service Bus Service Operating Budget, Management and Spending
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest low-rise office building in the western hemisphere.	Miscellaneous Rail Service Bus Service Operating Budget, Management and Spending Bus Service
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest low-rise office building in the western hemisphere. Implement strict fare payment among passengers	Miscellaneous Rail Service Bus Service Operating Budget, Management and Spending
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours ti?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest low-rise office building in the western hemisphere. Implement strict fare payment among passengers The greater the greater the frequency and coverage and the better the connections, the more people	Miscellaneous Rail Service Bus Service Operating Budget, Management and Spending Bus Service Fares/Fees/Parking
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest low-rise office building in the western hemisphere. Implement strict fare payment among passengers The greater the greater the frequency and coverage and the better the connections, the more people will use public transportation	Miscellaneous Rail Service Bus Service Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Bus Service
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest Low-rise office building in the western hemisphere. Implement strict fare payment among passengers The greater the greater the frequency and coverage and the better the connections, the more people will use public transportation TELL EM STOP PUTTING MONEY TO POLICE	Miscellaneous Rail Service Bus Service Operating Budget, Management and Spending Bus Service Fares/Fees/Parking
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest low-rise office building in the western hemisphere. Implement strict fare payment among passengers The greater the greater the frequency and coverage and the better the connections, the more people will use public transportation	Miscellaneous Rail Service Bus Service Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Bus Service
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest low-rise office building in the western hemisphere. Implement strict fare payment among passengers The greater the greater the frequency and coverage and the better the connections, the more people will use public transportation TELLE M STOP PUTTING MONEY TO POLICE Metro should make absolutely no cuts to service, should make fares free for all users, and make the	Miscellaneous Rail Service Bus Service Bus Service Bus Service Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest low-rise office building in the western hemisphere. Implement strict fare payment among passengers The greater the greater the frequency and coverage and the better the connections, the more people will use public transportation TELL EM STOP PUTING MONEY TO POLICE Metro should make absolutely no cuts to service, should make fares free for all users, and make the metro operate 24/7 like every other decent city.	Miscellaneous Rail Service Bus Service Bus Service Bus Service Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest low-rise office building in the western hemisphere. Implement strict fare payment among passengers The greater the greater the frequency and coverage and the better the connections, the more people will use public transportation TELL EM STOP PUTTING MONEY TO POLICE Metro should make absolutely no cuts to service, should make fares free for all users, and make the metro operate 24/7 like every other decent city.	Miscellaneous Rail Service Bus Service Bus Service Bus Service Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest low-rise office building in the western hemisphere. Implement strict fare payment among passengers The greater the greater the frequency and coverage and the better the connections, the more people will use public transportation TELLE M STOP PUTTING MONEY TO POLICE Metro should make absolutely no cuts to service, should make fares free for all users, and make the metro operate 24/7 like every other decent city. Instructing your employees NOT to say anything to people constantly breaking the law & not paying their fare is stupidest thing WMATA has ever done & whoever came up with it should be DISMISSED or	Miscellaneous Rail Service Bus Service Bus Service Bus Service Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 321C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest low-rise office building in the western hemisphere. Implement strict fare payment among passengers The greater the greater the frequency and coverage and the better the connections, the more people will use public transportation TELL EM STOP PUTTING MONEY TO POLICE Metro should make absolutely no cuts to service, should make fares free for all users, and make the metro operate 24/7 like every other decent city. Instructing your employees NOT to say anything to people constantly breaking the law & not paying their fare is stupidest thing WMATA has ever done & whoever came up with it should be DISMISSED or demoted IMMEDIATELY1 It?s not a safety issue as you pay & train them well to use a certain decorum	Miscellaneous Rail Service Bus Service Bus Service Bus Service Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest low-rise office building in the western hemisphere. Implement strict fare payment among passengers The greater the greater the frequency and coverage and the better the connections, the more people will use public transportation TELLE M STOP PUTTING MONEY TO POUCE Metro should make absolutely no cuts to service, should make fares free for all users, and make the metro operate 24/7 like every other decent city. Instructing your employees NOT to say anything to people constantly breaking the law & not paying their fare is stupidest thing WMATA has ever done & whoever came up with it should be DISMISSED or demoted IMMEDIATELY! It?s not a safety issue as you pay & train them well to use a certain decorum in those situations. However you should have your Transit Police being more proactive in maintaining aw & order. In fact, for the immediate future have every Transit Police were to least 1 ticket or arrest per week along with their normal duties. Reach out to local law en	Miscellaneous Rail Service Bus Service Bus Service Bus Service Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest low-rise office building in the western hemisphere. Implement strict fare payment among passengers The greater the greater the frequency and coverage and the better the connections, the more people will use public transportation TELL EM STOP PUTTING MONEY TO POLICE Metro should make absolutely no cuts to service, should make fares free for all users, and make the metro operate 24/7 like every other decent city. Instructing your employees NOT to say anything to people constantly breaking the law & not paying their fare is stupidest thing WMATA has ever done & whoever came up with it should be DISMISSED or demoted IMMEDIATELYI It?s not a safety issue as you pay & train them well to use a certain decorum in those situations. However you should have your Transit Officer write at least 1 ticket or arrest per week along with their normal duties. Reach out to local law enforcement to pop in the system in heir respective jurisdiction & make some kind of contact including, but	Miscellaneous Rail Service Bus Service Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime Fares/Fees/Parking
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest low-rise office building in the western hemisphere. Implement strict fare payment among passengers The greater the greater the frequency and coverage and the better the connections, the more people will use public transportation TELL EM STOP PUTTING MONEY TO POLICE Metro should make absolutely no cuts to service, should make fares free for all users, and make the metro operate 24/7 like every other decent city. Instructing your employees NOT to say anything to people constantly breaking the law & not paying their fare is stupidest thing WMATA has ever done & whoever came up with it should be DISMISSED or demoted IMMEDIATELYI It?s not a safety issue as you pay & train them well to use a certain decorum in those situations. However you should have your Transit Police being more proactive in maintaining law & order. In fact, for the immediate future have every Transit officer write at least 1 ticket or arrest per week along with their normal duties. Reach out to local la	Miscellaneous Rail Service Bus Service Bus Service Bus Service Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest low-rise office building in the western hemisphere. Implement strict fare payment among passengers The greater the greater the frequency and coverage and the better the connections, the more people will use public transportation TELLE M STOP PUTTING MONEY TO POLICE Metro should make absolutely no cuts to service, should make fares free for all users, and make the metro operate 24/7 like every other decent city. Instructing your employees NOT to say anything to people constantly breaking the law & not paying their fare is stupidest thing WMATA has ever done & whoever came up with it should be DISMISSED or demoted IMMEDIATELYI It?s not a safety issue as you pay & train them well to use a certain decorum in those situations. However you should have your Transit Police being more proactive in maintaining law & order. In fact, for the immediate future have every Transit Oflice write at least 1 ticket or arrest per week along with their normal duties. Reach out to local law	Miscellaneous Rail Service Bus Service Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Fare Evasion/Safety/Crime Fares/Fees/Parking Fares/Fees/Parking
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest low-rise office building in the western hemisphere. Implement strict fare payment among passengers The greater the greater the frequency and coverage and the better the connections, the more people will use public transportation TELLE M STOP PUTTING MONEY TO POUCE Metro should make absolutely no cuts to service, should make fares free for all users, and make the metro operate 24/7 like every other decent city. Instructing your employees NOT to say anything to people constantly breaking the law & not paying their fare is stupidest thing WMATA has ever done & whoever came up with it should be DISMISSED or demoted IMMEDIATELYI It?s not a safety issue as you pay & train them well to use a certain decorum in those situations. However you should have your Transit officer write at 1 at 1 ticket or arrest per week along with their normal duties. Reach out to local law enforcement to pop in the system in their respective jurisdiction & make some kind of contatt including, but	Miscellaneous Rail Service Bus Service Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest low-rise office building in the western hemisphere. Implement strict fare payment among passengers The greater the greater the frequency and coverage and the better the connections, the more people will use public transportation TELL EM STOP PUTTING MONEY TO POLICE Metro should make absolutely no cuts to service, should make fares free for all users, and make the metro operate 24/7 like every other decent city. Instructing your employees NOT to say anything to people constantly breaking the law & not paying their fare is stupidest thing WMATA has ever done & whoever came up with it should be DISMISSED or demoted IMMEDIATELYI It?s not a safety issue as you pay & train ther well to use a certain decorum in those situations. However you should have your Transit Officer write at least 1 ticket or arrest per week along with their normal duties. Reach out to local law enforcement to pop in the system in their respective jurisdiction & make some kind of contact including, bu	Miscellaneous Rail Service Bus Service Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime Bus Service
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest low-rise office building in the western hemisphere. Implement strict fare payment among passengers The greater the greater the frequency and coverage and the better the connections, the more people will use public transportation TELLEM STOP PUTTING MONEY TO POLICE Metro should make absolutely no cuts to service, should make fares free for all users, and make the metro operate 24/7 like every other decent city. Instructing your employees NOT to say anything to people constantly breaking the law & not paying their fare is stupidest thing WMATA has ever done & whoever came up with it should be DISMISSED or demoted IMMEDIATELYI It?s not a safety issue as you pay & train them well to use a certain decorum in those situations. However you should have your Transit Police being more proactive in maintaining law & order. In fact, for the immediate future have every Transit officer write at least 1 ticket or arrest per week along with their normal duties. Reach out to local law	Miscellaneous Rail Service Bus Service Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime Fares/Fees/Parking Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime Fares/Fees/Parking
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest low-rise office building in the western hemisphere. Implement strict fare payment among passengers The greater the greater the frequency and coverage and the better the connections, the more people will use public transportation TELLE M STOP PUTTING MONEY TO POLICE Metro should make absolutely no cuts to service, should make fares free for all users, and make the metro operate 24/7 like every other decent city. Instructing your employees NOT to say anything to people constantly breaking the law & not paying their fare is stupidest thing WMATA has ever done & whoever came up with it should be DISMISSED or demoted IMMEDIATELY! It?s not a safety issue as you pay & train them well to use a certain decorum in those situations. However you should have your Transit Police being more proactive in maintaining aw & order. In fact, for the immediate future have every Transit folicer write at last 1 ticket or arrest per week along with their normal duties. Reach out to local law	Miscellaneous Rail Service Bus Service Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime Bus Service
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest low-rise office building in the western hemisphere. Implement strict fare payment among passengers The greater the greater the frequency and coverage and the better the connections, the more people will use public transportation TELL EM STOP PUTTING MONEY TO POLICE Metro should make absolutely no cuts to service, should make fares free for all users, and make the metro operate 24/7 like every other decent city. Instructing your employees NOT to say anything to people constantly breaking the law & not paying their fare is stupidest thing WMATA has ever done & whoever came up with it should be DISMISSED or demoted IMMEDIATELY! It?s not a safety issue as you pay & train them well to use a certain decorum in those situations. However you should have your Transit officer write at least 1 ticket or arrest per week along with their normal duties. Reach out to local law enforcement to pop in the system in their respective jurisdiction & make some kind of contact including, bu	Miscellaneous Rail Service Bus Service Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime Fares/Fees/Parking Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime Fares/Fees/Parking
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest low-rise office building in the western hemisphere. Implement strict fare payment among passengers The greater the greater the frequency and coverage and the better the connections, the more people will use public transportation TELL EM STOP PUTTING MONEY TO POLICE Metro should make absolutely no cuts to service, should make fares free for all users, and make the metro operate 24/7 like every other decent city. Instructing your employees NOT to say anything to people constantly breaking the law & not paying their fare is stupidest thing WMATA has ever done & whoever came up with it should be DISMISSED or demoted IMMEDIATELYI It?s not a safety issue as you pay & train them well to use a certain decorum in those situations. However you should have your Transit Police being more proactive in maintaining law & order. In fact, for the immediate future have every Transit officer write at least 1 ticket or arrest per week along with their normal duties. Reach out to local la	Miscellaneous Rail Service Bus Service Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime Fares/Fees/Parking Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime Fares/Fees/Parking
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest low-rise office building in the western hemisphere. Implement strict fare payment among passengers The greater the greater the frequency and coverage and the better the connections, the more people will use public transportation TELLEM STOP PUTTING MONEY TO POLCE Metro should make absolutely no cuts to service, should make fares free for all users, and make the metro operate 24/7 like every other decent city. Instructing your employees NOT to say anything to people constantly breaking the law & not paying their fare is stupidest thing WMATA has ever done & whoever came up with it should be DISMISSED or demoted IMMEDIATELYI It?s not a safety issue as you pay & train them well to use a certain decorum in those situations. However you should have your Transit Police being more proactive in maintaining iaw & order. In fact, for the immediate future have every Transit Officer write at least 1 ticket or arrest per week along with their normal duties. Reach out to local law	Miscellaneous Rail Service Bus Service Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime Fares/Fees/Parking Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime Fares/Fees/Parking
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest low-rise office building in the western hemisphere. Implement strict fare payment among passengers The greater the greater the frequency and coverage and the better the connections, the more people will use public transportation TELLE MSTOP PUTTING MONEY TO POLICE Metro should make absolutely no cuts to service, should make fares free for all users, and make the metro operate 24/7 like every other decent city. Instructing your employees NOT to say anything to people constantly breaking the law & not paying their fare is stupidest thing WMATA has ever done & whoever came up with it should be DISMISSED or demoted IMMEDIATELYI It?s not a safety issue as you pay & train them well to use a certain decorum in those situations. However you should have your Transit Police being more proactive in maintaining law & order. In fact, for the immediate future have every Transit folicer write at least 1 ticket or arrest per week along with their normal duties. Reach out to local law	Miscellaneous Rail Service Bus Service Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime Fares/Fees/Parking Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime Fares/Fees/Parking
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest low-rise office building in the western hemisphere. Implement strict fare payment among passengers The greater the greater the frequency and coverage and the better the connections, the more people will use public transportation TELL EM STOP PUTTING MONEY TO POLICE Metro should make absolutely no cuts to service, should make fares free for all users, and make the metro operate 24/7 like every other decent city. Instructing your employees NOT to say anything to people constantly breaking the law & not paying their fare is subjidest thing WMATA has ever done & whoever came up with it should be DISMISSED or demoted IMMEDIATELY! It?s not a safety issue as you pay & train them well to use a certain decorum in those situations. However you should have your Transit officer write at least 1 ticket or arrest per week along with their normal duties. Reach out to local law enforcement to pop in the system in their respective jurisdiction & make some kind of contat including, but	Miscellaneous Rail Service Bus Service Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime Fares/Fees/Parking Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime Fares/Fees/Parking
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest low-rise office building in the western hemisphere. Implement strict fare payment among passengers The greater the greater the frequency and coverage and the better the connections, the more people will use public transportation TELL EM STOP PUTTING MONEY TO POLICE Metro should make absolutely no cuts to service, should make fares free for all users, and make the metro operate 24/7 like every other decent city. Instructing your employees NOT to say anything to people constantly breaking the law & not paying their fare is stupidest thing WMATA has ever done & whoever came up with it should be DISMISSED or demoted IMMEDIATELY! It?s not a safety issue as you pay & train them well to use a certain decorum in those situations. However you should have your Transit Police being more proactive in maintaining law & order. In fact, for the immediate future have every Transit officer write at least 1 ticket or arrest per week along with their normal duties. Reach out to local la	Miscellaneous Rail Service Bus Service Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It?s to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest low-rise office building in the western hemisphere. Implement strict fare payment among passengers The greater the greater the frequency and coverage and the better the connections, the more people will use public transportation TELL EM STOP PUTTING MONEY TO POLCE Metro should make absolutely no cuts to service, should make fares free for all users, and make the metro operate 24/7 like every other decent city. Instructing your employees NOT to say anything to people constantly breaking the law & not paying their fare is stupidest thing WMATA has ever done & whoever came up with it should be DISMISSED or demoted IMMEDIATELYI It?s not a safety issue as you pay & train them well to use a certain decorum in those situations. However you should have your Transit Police being more proactive in maintaining law & order. In fact, for the immediate future have every Transit Officer write at least 1 ticket or arrest per week along with their normal duties. Reach out to local law	Miscellaneous Rail Service Bus Service Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service
great, but I would really hate to have to stand at bus stops and metro platforms in the cold for any longer than I currently do. I am considering switching to car-commuting because of the coming decreased service. They do a very good job; thanks to all the drivers. Cutting service will decrease ridership more which in tell still short of money coming into Metro system If fares higher then improve bus service hours It2's to late for metro to do fare increases, there not going to pay. Holding the workers accountable with a pay freeze isn?t going to help. There are to many managers in most of these departments making 6 figures and doing absolutely nothing. If you have management positions opened there going to feel them so they don?t lose them. The VA 21C already operates on a shortened schedule and does operate all day long. The morning schedule should not change at all but I would propose the evening chance to 2-6pm vice 4-8pm. It is a very frequented bus being that it is direct transportation to and from the Pentagon. Which of course is the largest low-rise office building in the western hemisphere. Implement strict fare payment among passengers The greater the greater the frequency and coverage and the better the connections, the more people will use public transportation TELL EM STOP PUTTING MONEY TO POLICE Metro should make absolutely no cuts to service, should make fares free for all users, and make the metro operate 24/7 like every other decent city. Instructing your employees NOT to as anything to people constantly breaking the law & not paying their fare is stupidest thing WMATA has ever done & whoever came up with it should be DISMISSED or demoted IMMEDIATELYI It?s not a safety issue as you pay & train them well to use a certain decorum in those situations. However you should have your Transit Police being more proactive in maintaining in & order. In fact, for the immediate future have every Transit Officer write at least 1 ticket or arrest per week along with their normal duties. Reach out to local law	Miscellaneous Rail Service Bus Service Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Bus Service Ser

The Able Control Display In addition of a short with a function of a short with a short w		
b out of b and a set	Comment The public transport system is so deeply vital to toppes of us in the city, and cometimes feels frustration	Category
Bases of the proof is granted and provided access of the starting from the part of the par		
Intersepting about a process on waters and a process of a pr	Busses and trains are already crowded. Every time I see an alert that there's a driver shortage for X2 I	
Bitsbill betauge absolves the implicit on yould begin bedauge in the source is a betauge of the source is	know I'm gonna be squeezed in with tons of people when I try to get home. If you raise fares then the	
tando i de lorder bando i de lorder lorder lorder de	federal government will pay more for my commute, I'm not sensitive to price hikes at all. But if the	
bink out houses at any energy of a serie a sever time (about the formation of the set in the second of the second		
The MPD accorder and more more any more more field any more more field and the more free base of the more free		
seed source days of the set with we had a seed source is when is been we denote a set with a set of the seed source days of the set		Operating Budget, Management and Spending
where we define a factor of the starts of the start of th		
the atter of monitor of the set o		
al my peer way another about includes a loss of a per pecke, with may petter be a way a loss of	this winter we must incentive taxing fossil fuels and incntivize public transit. As well, as part of the	
wei of energy effect of the en	working class, I rely on cheap and affordable transit. I can't afford to get to work without it. And I and	
he ans. or advart yrd, movol of a wilker, waar advart waar a southout is a tende for movel to get award week of a week of the advart waar		
Instrume Instrum Instrume Instrume		
and conduction. before a second provide a sense for my for get a randoff dor yit. before the south the base are conducted as in the low provide get a randoff dor yit. before the south the base are conducted by the base are base and base web. before the south the base are base and base web. before the south the base are base and base web. before the south the base are base and base are bare are base are base are ba		
Der Motor. An student, hiere boze meestele is an ener hormgeff uppt ansamd freich, it ander best af the aus is an ener hormgeff uppt ansamd for the dar wyre hard weith and the aus is an ener hormgeff uppt and the pape file is also the dar hard weith and the aus is a strained is an ener hormgeff uppt and the pape file is also the darso and the aus is a strained weith and the strained weith and the strained weith and hard weith and the aus is a strained weith and the strained weith and the strained weith and hard weith and the strained weith and t		Rus Service
ahady feat of the waiting a long infor board. If the boards has were to decomp of the sort of a		Bus Service
Inter website website of a bits op de to mape i goet on meet i goet on meet filter besere is for her web e e e environ of the environ of		
for build out build a unit of a standing at the sample standing at the spread would be driven at a build in regarding would be driven at a build in regarding would be driven at the sample standing at the sa		
 bis proceedings which a pet externation public transportation in d. Berler and transportation in devise a	fund WMATA or find ways to make its system more efficient because it is often when I wait 30 minutes	
Think you for the service you poolse. Service levels the are occursion when got off works after miniple. The service stopped after miniple. Be service the are occursion when got off works after miniple. The service stopped after miniple. Be service the are occursion when got off works after during the bas toppet around works, the res work to set off. Be service the service is and service off. Be service is and service is and service is and miniple thor work works, the res work to set off. the service is and service is and miniple thor work works, the res work to set off. Be service the service is and service is and miniple thor work and the service is and miniple thor work and the service is and miniple thor work and the service is and the servi	for a bus and then see 2 arriving at the same time. The system can be made more efficient but I feel like	
There are concerned work in period from which year or yor the but to strenged are monitory. We in the concerned or you the but to strenged by these from the effective are or you the but to strenged by these from the concerned or you the but to strenged by these from the concerned or you the but to strenged by these from the concerned or you the but to strenged by these from the concerned or you the but to strenged by these from the concerned or you the but to strenged by these from the concerned or you the but to strenged by these from the concerned or you the but to strenged by these from the concerned or you the but to strenged by these from the concerned or you the you the you the you the	this proposal would be detrimental to public transportation in dc.	
he difficult for an to get home. I don't does and rely on the bus to get around in the start out and in the bus to the start in the start out and in the bus to the start in the start out and in the bus to the start in the start out and in t		Service Levels
 bit bere any support and obtait be not not to this he is fortunate aren't affected by these fee fee fee fee fee fee fee fee fee		Due Comise
Increase and survice orb? In pay survey backy, how adds up on the tree for that you make the fore flat you and you make the fore flat you and you make the fore flat you and y		Bus Service
This is patient enoughts, how adout you make the first a system during runh how instead of increasing the first end/of system is to a strain of the analysis and		Bus Service
increasing the pre-mixely 50 when is 17 03 and using our hour in westery, the fare would be 50 is after hour or hour work to see a west and regularly travel around the dry with Metran and Methods. Would after hay hour than hous aroun cours the urrer would be in west and to the particular that we determine in west and the dry with Metran and Methods. Would after hay hour than hous are constrained that the determine and to the particular that we determine in west around the dry with Metran and Methods. Would after hand that west are that west and the dry with Methan and Methods. Would after hand that west are that west and the dry with a market and the dry west are set of discourge and head that west are than and the dry west and and to by determine that that west and the dry west and that there are non-your of the dry west around that the dry west and that there are non-your of the dry west around that the dry west are are than a memory of the dry that the base that west around that the dry west are are the memory of the dry west around that the dry west are are the memory of the dry that the base that west around that the dry west are are the memory of the draw around that the dry west around the dry west are are the memory of the draw around the dry draw around the dry west are are the memory of the draw around the dry draw around the dry west are around the around the dry west are around the dry draw around the dry west around the around the around the around the dry west around the dry draw around the draw around the dry west around the		
lon nation for for Size II.3. And when II and Lung You can use the correct system. I as Ear/Feed/Parking Alexing accessible method was the size of an equality transportation the transportation. Alexing accessible method was the size of an equality transportation the size of transportation. Alexing accessible method was the size of an equality transportation by derivating and has system. Alexing accessible method was the size of the size of transportation by derivating and has system. Alexing accessible method has there size is monotation to equivation and the size of transportation. Alexing accessible method has there size is monotation to equivation by derivating and has system. Alexing accessible method has there size is monotation to equivation by derivating and has system. Alexing accessible method has there size is monotation to equivation and is a size of the and has system. Alexing accessible method has there size is monotation to equivation by derivating and has system. Alexing accessible method has there size is monotation is monotation to equivation the size size of the size size of the siz		
Lise Metro is and from work twois a week and regularly travel around the city was Metronal and Metrodus. I word inter pay sets that may address and explosition. Subset of the pay sets that may address and explosition. Subset of the pay sets that may address and fight were to pursue other travel options. But sets the metron pay is not more information and fight were the real and the pay sets that may address and fight with climate and bus systems. But sets that may address and fight with climate and bus systems. But sets that may address and fight with climate and bus systems. But sets that may address and fight were to pursue other travel options. But sets that may address and fight were to pursue other travel options. But sets that may address and fight were to pursue other travel options. But sets that were address and fight were than pursue other travel options. But sets that were also to pursue other ways to maintain and improve metror rail a set sets. But sets that were that the sets on the sets and the pursue of the travel options. But sets that were address and fight were than the sets on the sets and the pursue of the tawa on them every to reduce any option to the set of the sets and the sets on the sets on the sets and the s		Fares/Fees/Parking
due to the gardeemic. Extended sets times will only drive me to purse other travel options. a los Service a lail Service a laid service a lai	I take Metro to and from work twice a week and regularly travel around the city via Metrorail and	
Shad years and ensite serves many low income netres relying on the real line. In each serves many low income netres relying on the real line. In the ensite of secure guide in cet to use		
determined to this ubsense population. A set service A service	due to the pandemic. Extended wait times will only drive me to pursue other travel options.	Bus Service
Hang accessible metro and bus system. Hang accessible metro a		Dell Carlos
 change. It doen't make sente to discourge public not use public transportation by deressing service features of transaug face. There should be often ways to maintain and my enversang face. There should be often ways to maintain and my enversang face. There should be often ways to maintain and my enversang face. There should be often ways to maintain and my enversang face. There should be often ways to maintain and my enversang face. There should be often ways to maintain and my enversang face. There should be often ways to maintain and my enversang face. There should be often ways to maintain and my enversang face. There is a money to face should be often ways to maintain and my enversang face. There is a money to face should be there should be have a core have money to face should be should be there should be have a core have money to face. bit fields beginds to rest the should be there are noney to face should be should be there are noney to face should be take and there are noney to face should be the should be there are noney to face should be take and there are noney to face should be there are noney to face should be take and there are none ways the should be take and there are none ways the should be there are none ways the should be there are none may to face should be there are none ways the should be there. There are none ways the should be t		Kall Service
service frequency or increasing fere. There, should be other ways to maintain and improve metro? I want my service to stary the same. I desply love the 95 but. 17: my favorite but sus. Service. This is very incromenting metro think they losing morey now just wall till these changes happen 17: has to be a better way another propaga list fere more fare invasion or tho sile more fare invasion or tho sile should be that will be confusion and a lot of folks depends on these routes everynee don't have a car or have money 8 in yr option to gut to friendulp height to reast way to get to the j. To more starting at a solution to avid definition have no money 8 in yr option to gut to friendulp height to reast way to get to the j. To more starting at a solution to avid definition thave no money 8 in yr option to gut to friendulp height to reast way to get to the j. To more starting at a solution to avid definition thave no money 8 in yr option to gut to friendulp height to reast ways to get to the j. To more starting at a solution to avid definition thave no money 8 in yr option to gut to friendulp height to reast ways to get to the j. To definite on the veckend would be beefficial of thirth start at Tar for trung the support the changes and under the service outs on as to not disproprionally affect thue confur a healthcare work to be a cardin about the service outs on as to not disproprionally affect thue confur a healthcare work of the a veckend of just the starting of nonine to be of aviding starting some avait 20 minutes instead of 12 ro a loss, folkeed by 15 minute bar of the starting for some of less per sharting definition on the same line would be challenging to access. Bus Service 20 minutes instead of the aviding starting for more of the starting for some of the starting for some of less per sharting definitions and the starting starting for the starting for the starting for some of less per sharting definitions and the starting starting for the starting for the starting for some of the starti		
and basystems. Bus Service Bus Service Frequency is or important to trankt. Bus Service Frequency is or important to trankt. Bus Service B		
Insure visconsequence Bus Service Insist visy inconsenting material time bias in the young more you yut wait till affect the set have relies to the service visconse of the set acts on the more far invasion of the set of the more more far invasion of the set of the more far invasion of the set of the more far invasion of the set of		Bus Service
This is ery inconvenient metro think they to sing money now just wait till all these changes happen they have a northey money to rise that will be to be setter way another proposal raise frame or far invasion of us thus lists that will be to be setter way another proposal raise frame or far invasion of us thus lists that will be to be setter with the is now sometimes 1 do Uber turk when have no money list may option to get to the ison options 1 do Uber turk when have no money list may option to get to the setter with the ison owners lists and hing only hurst the company. Miscellaneous Miscellaneous Miscellaneous Aurrisdictions should stee up and help fund the system. Noting that burden on employees by freezing and user active of the somethy and a direct bus connection to the 7079 I support the changes to the AV, 4 and XI is spoprit the 21 cunning every 20 minutes on the weekend 20 service 1 direct bus connecting 3 affect bus con	I want my service to stay the same. I deeply love the 96 bus. It?s my favorite bus I use. Service /	
ha to be a better way another proposal rate fare more fare imvasion out bus lines that will be ' draw link are Latch the B now sometimes I do Uber but when have no mone /B is my option og at bine link me Latch the B now sometimes I do Uber but when have no mone /B is my option og at unit and the system - Nutry of the system - Nutry but by the nometoyees by freeues) War must arrive at a solution to avoid draconian cuts. War must arrive at a solution to avoid draconian cuts. War must arrive at a solution to avoid draconian cuts. War must arrive at a solution to avoid draconian cuts. War must arrive at a solution to avoid draconian cuts. War must arrive at a solution to avoid draconian cuts. War must arrive at a solution to avoid draconian cuts. War must arrive at a solution to avoid draconian cuts. War must arrive at a solution to avoid draconian cuts. War must arrive at a solution to avoid draconian cuts. War must arrive at a solution to avoid draconian cuts. War must arrive at a solution to avoid draconian cuts. War must arrive at a solution to avoid draconian cuts. War must arrive at a solution to avoid draconian cuts. War must arrive at a solution the serve cuts os as to not disproportionally affect bue collar and hashitcas evoid by 15 minutes solution of therasoft for a transfortation in link solution on the lisk able to 10 minute bus rick (including wart time) dots 5 minutes to a commute. Many people, myeli fuculated, live where they do us to the able link of the arrive solution on ta an lemanite station on the ame link would be challenging injury. This woulding that arrive Wart to all constants. Many people, myeli fuculated, live where they one yes minutiling and the arrive solution to the arrive at a solution to ano all arravite solution at all arrave at a solution	frequency is so important to transit.	Bus Service
confusion and a lot of folds depends on these routes everyone don't have a car or have momey to ide share like net lact the Bin ow sometimes id o Uber to Wen I have no momey like in wy optimes to friendbin heights or east wet hwy to get to the J2. Wurst arive at a solution to avoid daronian cuts Wurst arive at a solution to avoid daronian cuts Musclaneous Aurisdictions should stee up and help fund he system. Putting that burden on employees by freezing alses and hing on hurst het company. Musclaneous to be careful about the service cuts so as to not dispropriotion to the Y2014 apport the changes to the A/, V and X9 l support the P12 running every 20 minutes on the weekend and hell furth evertee mesene allowing for a direct sub connorlian) affect burden and hell further workers, many of whom are less allow for a sto not dispropriotion law for 20 furth and hell furth evertee mesing a 20 minutes with the start of for a train, followed by as definitiate bus correct abouts with a stole for for parts. Nakking someone weekend and hell furth evertee mesing a 20 minutes with the start do for a train, followed by as definitiate bus correct abouts with a stole for for parts in the order of the parts that do the shall true adds 25 minutes to a commute wark in stee of the order parts in the order of the parts that do the shall true adds 25 minutes to a commute wark in stee of the shall true of the shall true part for fireffor rail increasing method as a dimensity trait and the challenging the active and generally trained furth of the shall true to a method with and the shall the trait of the shall take our of the part part of the shall take our on method with and the shall the shall the shall take our on method traite the shall take our on method with the the shall take our on method take the dire of the part part the shall take our on method the shall take our of the shall take our of the part the trait take		
share ike me I catch the B now sometimes I do Uber but when I have no money IB is my option to get friendbile heights or east wet share to get to the J. Bus Service You must arrive at a solution to avoid draconian cuts Mucellaneous You must arrive at a solution to avoid draconian cuts Mucellaneous Juracidiums should step pain height on the system. Putting that start 47 am If cutting Must Step pain height on the system. Putting that start 47 am If cutting Must Step pain height on the system. Putting that start 47 am If cutting Must Step pain height on the system should be beneficial for a first that start 47 am If cutting Must Step pain height on the system should be shored allowing for a direct bus connection to the 70/79 I Bus Service 207.65 Not Archives Station makes more sense allowing for a direct bus connection to the system for allowing for a direct bus connection to the system instead of for a transportation in transportation in the size should be challenging to access. But Service Bus Service 10 minutes instead of 12 or a bus, followed by 15 minutes instead of for a transportation to do set of a bus observice Bus Service 10 minute wilk instead of 10 minute bus ride (including wilt time) di do service barrow wilk danaging the gates and generally trating status and trais Service 10 profit met by origin and analterative status on the same line would be challenging to access. Bus Service Service 10 profit met by origin and analterative status on the same line would be challenging to access. Bus Service Service 10 pro		
to friendby heights or est wet hwy to get to the [2. 2009 Service Yournus arive at a solution to avoid decominant. Set of the solution to the solution. Set of the solution to the solution to the solution to the solution to the solution. Set of the solution to the solution to the solution to the solution to the solution. Set of the solution the solution to the solution to the solution to the solution. Set of the solution the solution to the solution to the solution. Set of the solution the solution to the solution the solution the solution. Set of the solution the solution to the solution to the solution to the solution. Set of the solution the solution to the solution the solution to the solution the solution. Set of the solution the solution to the solution. Set of the solution the solution to the solution the solution to the solution the solution to the solution to the solution to the solution to the solution the solution to the solution to the solut		
You must arrive in a solution to avoid draconian cuts. Miscellaneous Tradest and hinting only hurts the company. Opening an hour entire on the veckedme swould be beneficial for shift that start at 7 am f forting the 32765 short Archives Station makes more sense allowing for a direct bus connection to the 70/781 support the changes to be careful about the sorvice cuts so as to not diproportionally affect blue collar and healthcare worker, many of whom are less able to afford alternate forms of transportation like bues and are less likely to have Relability in the start dare of the child times of the stafts. Making someone wait 20 minutes instead of 12 for a bus, followed by 15 minutes instead of 5 for a train, followed by an diminate bus source meaning a 20 minute waik instead of a for a train, followed by an diminate bus source meaning a 20 minute waik instead of 10 minute bus sites of people jump every single day in the storell (Paper and trains) properting stations and trains poorly thereby increasing maintenance costs. Further the damaged high gates you've spent millions on resethy closed on these around must be avered in every single day in the storell (Paper water). This would risk and alter source Chanstow while and antiesance ince would. This about transportation like bappened if only paying customers used the metro since we actually take care of the property. If metro resethy closed on muster, liket my magen just custoffer the define of its government? sown melifying. If the start esson people to take the metro. Fates/Fees/Parking Proporting. If its the fit reason people have requested remote work). Think about Fates/Fees/Parking Proporting. If its head in a same in every work of an alternative to the day and the day and to for such a dense hopolated area. If you implement these proposals people will have to dratcallay after their likes and work schellise these proposals are approved by the directall at an the Proper link area depend on these routes. How you		Bus Service
Jurisdictions should step up and help fund the system. Putting that burden on employees by freeing a mises and hiring only hunst is the company. Opening an hour earlier on the weekends would be beneficial for shift that start at an I for utting the 32/36 short Archives Station makes more sense allowing for a direct bus connection to the 70/791 support the changes to the A., Va and XP1 support the P12 running every 20 minutes on the weekend bus short to be careful about the service cursts as to not dispropriorally affect blue collar and healthcare workers, many of whom are less able to afford atternate forms of transportation like ubers and are less that be avert and base of 10 minute bus is as to not dispropriorally affect blue collar and healthcare workers, many apopte, myelf included, law where they do due to the ability of Micro tags them to work and an all teamsing the galast and generally transition start trains porty threatly in the startice and generally training stations and trains porty threatly in the startice and generally training stations and trains porty threatly in the start form and generally training stations and trains porty start and the start part (appa and generally training stations and trains porty threatly in the start and (appa and generally training stations and trains porty threatly colled on thome in Alesandinia. D will continue to staft et the decline of its generalized and just work from the Alesandinia. D will continue to staft et the decline of its generalized and the start part (appa law ergues to trainst project to trainst in the start and trains preasify ophalded after starts as as to not dire to collect this data but areastly ophalded after starts. If you implement these proposals are approved and go into effect. A start of the decline of its frees/fees/Parking Frees/Fees/Parking Frees/Fees/Parking Frees/Fees/Parking Frees/Fees/Parking Frees/Fees/Parking Frees/Fees/Parking Frees/Fees/Parking Frees/Fees/Parking Frees/Fees/Parking Frees/Fees/Parking		
Opening an hour earlier on the weekends would be beneficial for shift that start at 7 am 1f cutting the Image: 23/8 short Archives Station makes on more serves allowing for a direct bus connection to the YO/21 Bus Service Start Short Archives Station makes on more serves allowing for a direct bus connection to the Weekend Bus Service Bus Service It hink Metro needs to be careful about the service cuts so as to not disproportionally affect blue collar and healthcare workers, many of whom are less able to afford alternate forms of transportation like ubers and are less likely to have flexability in the start/end times of their shifts. Making someone wait and healthcare workers, many of whom are less able to afford alternate for a train, followed by 3 Bus Service Bus Service all mixets totas commute. Many peoleg, myelf includel, live where they od due tot be ability of the data and an alternative station on the same line would be challenging to access. Bus Service Bus Service By oright day in Chinatown while damaging the gates sour we general lite service was entally taket acre of the propering inform. This wouldn't have happened if only paring cutomers costs. Further the damage dhig late story from splant acre of the propering inform. This wouldn't have bar and paring using the paring using the regressing the farse so ato entic more popie to take the metro. Fares/Fees/Parking Coal soute and exceessing the farse so ato entic more popie to take the metro. Fares/Fees/Parking Coal soute and exceessing the farse so ato entic more popie to take the metro. Fares/Fees/Parking		
32/36 fort Archives Station makes more sense allowing for a direct bus connection to the 70/701 Bus Service support the changes to the X4, V4 and X9 support the 121 cuming every 20 minutes on the weekend Bus Service ubers and relistive to have feasibility in the startive cuts so as to not disproportionally affect blue collar Bus Service ubers and relistive to have feasibility in the startive cuts so as to not disproportionally affect blue collar Bus Service 20 minutes instead of 12 for a bus, followed by 15 minutes instead of 16 or tarts bus dide (including the advectory of the abus) followed by an eleminate dus tors and netrative station on the same line so the (including to access. Bus Service 17d prefer metro rail increased revenue by criminalizing fare evaders. I watch dozens of people jump every single day in Chinatown while stars and generally trates are of the property. If metro all increased revenue by criminalizing fare evaders. I watch dozens of people jump every single day in the store are of the property. If metro all increased revenue by criminalizing fare evaders. I watch dozens of people jump every single day in the store are of the property. If metro all increased revenue by criminalizing fare evaders in during the property. If metro all bus tow from the meting have and trains the property. If metro all increased revenue by criminalize fare evaders. If wave work does and the property. If metro all increased prevenues your down are general to bus work from home in Alexandrin acce of the property. If metro all increased prevenues your down are general to work and an anternet evasion and acce of the property. If metro all increased prevenues your down are people have requested revenue work). Think about an aretyfees/Parking <td>raises and hiring only hurts the company.</td> <td>Miscellaneous</td>	raises and hiring only hurts the company.	Miscellaneous
support the changes to the A, V4 and X9 is support the P12 running every 20 minutes on the weekeed. It his Metro needs to be carfel about the service cuts as as to not disproprionally alfyed to be compared by and and healthcare workers, many of whom are less able to afford alternate forms of transportation like ubers and re less likely to have flexibility in the starting dimes of the influed like whether they do due to the ability of dimits instead of 12 for a bus, followed by 15 minutes instead of 6 for a train, followed by an eliminate bus route meaning a 20 minute walk instead of 10 minute bus nde (including wait line) diad 25 minutes ristead of 12 for a bus, followed by 15 minutes instead of 6 for a train, followed by an eliminate bus route meaning a 20 minute walk instead of 10 minute bus nde (including wait line) diad 25 minutes ristead of 12 for a bus, followed by 15 minutes instead of 6 for a train, followed by an eliminate bus route meaning a 20 minute walk instead of 10 minute bus nde (including wait line) diad 25 minutes results of the attent would be challenging to access. Bus Service Pareeff the trains results results diagness provide people jump every single day in Chinatown while damaging the gates and generally treating stations and trains porthy thereby increasing maintenance costs. Further de anaged high gates you'to specify there recently closed on me haltwarding. De will component work!. This wouldn?t have happened for hy paying customers used the metros is after the deline of 1ts government's own making. (Note my agency is considering moving us out of DC because the Chinatown metro is so of putting. It's the F1 reason people to take the metro. Pareoff the intis area depend on these routes. I know you're dome survey in order to collect this data bat and on the main consolida tervice work in the interpotent to collect this data bat and the main consolida tervice work will induce customers to look for alternatives to their transportation needs. An efficient, Huscallaneous	Opening an hour earlier on the weekends would be beneficial for shift that start at 7am If cutting the	
Think Netro needs to be careful about the service cuts so as to not disproportionally affect blue collar and healthcare workers, many of whom are less able to afford alternate forms of transportation like ubers and are less likely to have flexibility in the start/end times of their shifts. Making someone wait 20 minutes instead of 12 for a bus, followed by 15 minutes instead of 6 for a train, followed by an eliminated bus route meaning a 20 minute walk instead of 16 for a train, followed by an eliminated bus route meaning a 20 minute walk instead of 10 minute bus rised of 16 for a train, followed by an every single day in ulternative stated of 12 for a train, followed by an every single day. In Chinatow while damaging the gates and generally treating stations and trains poorly threeby increasing maintenance costs. Further the damaged high gates you?ve spent millions on recently closed on me halfway thru whit as storel (r) payn frag closing injury. This would? It have happened if only paying customers used the metro since we actually take care of the property. If metro raises its fees for me to subdiate your own negligence (and the Mayor of DC) i will stop commuting into O clatogether and just work from home in Alexandria. DC will continue to suffer the decline of its government?s own making, [Note my agency is considering moving us out of DC because the Chinatown metro is so off puting. It's the 41 reases the woald be collect this data but one of the main complaints of people new to the area is how bad the public transportation is for such a densely populate darse. If you implement these proposals people will have to drastical value their lives and work schedules if these proposals reaped will have to drastical value their lives and train transportation would attract more patrons. Dan't like them in dealed be used not transportation would attract more patrons. Dan't like them in Receive have the out of this problem. Actions as well as inactions by the Federal Appenden this are actored thi		
and healthcare workers, many of whom are less able to afford alternate forms of transportation like ubers and are less likely to have flexibility in the start/end times of their shifts. Making someone wait 20 minutes instead of 12 for a bus, followed by 15 minutes instead of 6 for a train, followed by an eliminate dus route meaning a 20 minute walk instead of 10 minute bus ride (including wait time) adds 25 minutes instead of 12 for a bus, followed by 15 minutes instead of 6 for a train, followed by an eliminate dus route meaning a 20 minute walk instead of 10 minute bus ride (including wait time) adds 25 minutes route meaning a 20 minute walk instead of 10 minute bus ride (including wait time) adds 25 minutes route meaning a 20 minute walk instead of 10 minute bus ride (including wait time) adds 25 minutes route meaning a 20 minute walk instead of 10 minute bus ride (including wait time) adds 25 minutes route meaning adds 20 minutes to suffer the denaged high gates you's expert millions on fore recently closed on me haffway thru with a stroller (1 pay my fare) causing injury. This wouldn't have happened if only paying customers used the metro since we actually take care of the property. If metro raises its fees for we apacely is considering moving us out of D D close the Chinatown metring. It's the 41 reason people have requested remote work). Think about parey frees/Parking You should be decreasing the fares so as to entice more people to take the metro. Nearly frees/Parking Pabelin this area depend on these routes. I how you've done surveys in order to collect this data bat and or filte main compliants of people new to the area is how bad the public transportation is for such advers/ populate darea. If you implement these proposals people will have to drastically alter ther lives and versibule darea. If you implement these proposals people will have to drastically alter ther lives and train transportation would attract more patrone. Miscellaneous link the them in the them in the them the tostical. Howe will		Bus Service
ubers and are less likely to have flexibility in the start/end times of their shifts. Making someone wait 20 minutes instead of E0 for a train, followed by 31 minutes instead of 10 minute bus ride (including wait time) adds 25 minutes to a commute. Many people, myself included, like where they do due to the ability of Wetro to get them to work and an alternative station on the same line would be challenging to access every single day in Chinatow while damaging the gates and generally treating stations and trains poorly threeby increasing maintenance costs. Further the damaged high gates you?ve speet millions on recently closed on me halfway thu with a stroller (1) gay m fare 1 causing linyur. This wouldn't have happened If only paying customers used the metro since we actually take care of the property. If metro fises its fises for wour own negligence (and the Mayor of COL will be commuting into DC altogether and just work from home in Alexandria. DC will continue to suffer the decline of its governmet?s own making, (Note my agency is considering moving us out of DC because the Poople in this are depend on the strotes. It know you've doen surveys in order to collect this data but and estrotes and gene to the strotes. The word work bank is the public transportation is for such a cot of the main complaints of people nev to the area is how bad the public transportation for such A tot of service will induce customers to look for alternatives to their transportation needs. An efficient frequent and reliable bus and train transportation would a tract turner patrons. Not of shorting the proposite people must to their transportation needs. An efficient frequent and reliable bus and train transportation would a tract turner patrons. Not of service will induce customers to look for alternatives to their transportation needs. An efficient frequent and reliable bus and train transportation would attract more patrons. Not of service would need on the service the uran transportation would attract more patrons. Please don't s		
20 minutes instead of 12 for a bus, followed by 15 minutes instead of 6 for a train, followed by an eliminate bus route meaning a 20 minute walk instead of 10 minute bus ride (including wait time) adds 25 minutes to a commute. Many people, myeff included, like where they do due to the ability of Metro to get them to work and an alternative station on the same line would be challenging to access. If 2 prefer if metro revenue by criminaling fare evalues of people jums of people jums on recently creating stations and trains poort, thereby increasing maintenance costs. Further the damaged high tages source speent millions on recently closed on me halfway thru with a stroller (1 pay my fare) causing high tages care of the property. If metro raises its fees for me to subsidiae your own negligence (and the Mayor of DC) [11] stop commuting into pay for using high tages source is out of Dc Loause the Chinatow making. (Note my agency is considering moving source) for subsidiate dereasing the fares as as to entice more people to take the metro. Fares/Fees/Parking Persent in this area depend on these routes. I know you?ve done surveys in order to collect this data but on educations to people new to the area is how bad the public transportation is for such a new orks. Unlike the matero to fare advect and area is the statical water the ransportation needs. An efficient of the sproposals people mater transportation needs. An efficient of the sprope sole area proved and go into effect. Miscellaneous Act of service multinatowers to loak for alternatives to the transportation needs. An efficient of the service in the spropes sproped in the ransportation needs. An efficient of the spropes sproped in the spropes sproped in the spropes sproped in the transportation would attract more partos. Metro deficient of the spropes sproped in the spropes sprop		
eliminated bus route meaning a 20 minute walk instead of 10 minute bus ride (including wait time) adds 25 minutes to a commute. Many people, myself included, live where they do due to the ability of detro to get them to work and an alternative station on the same line would be challenging to access. IP3 prefer firmetor all increased revenue by criminalizing fare evaders. I watch dozens of people jump every single day in Chinatowa while damaging the gates and generally treating stations and trains poorly thereby increasing maintenance costs. Further the damaged high gates you've spent millions on recently closed on me halfway thru with a stroller (I pay my fare) causing injury. This wouldn? It were happend if only paying customers used the metro since we actually take care of the property. If metro raises its fees for me to subsidize your own megligence (and the Mayor of DC) I will stop commuting into DC altogether and just work from home in Alexandria. DC will continue to suffer the decline of its government's own making. (Note my agency is considering moving us out of DC because the Chinatowa metro is so off-putting. It's the f1 reason people have requested remote work). Think about a fares/Fees/Parking Vou should be decreasing the fares so as to entice more people to take the metro. People in this area depend on these routes. I know you've done surveys in order to collect this data but one of the main complaints of people new to the transportation in fors to surveys and work schedules if these proposals area paroved and go into effect. Frequent and reliable bus and train transportation would attract more patrons. Dut is them these don't stut down metro service I'm not trying to be late to school I'm not trying to be late to sc		
adds 25 minutes to a commute. Many people, myself included, live where they do due to the ability of Bor Service Metro to get them to work and an alternative station on the same line would be challenging to access. Bor Service Ry prefer if metro rail increased revenue by criminalizing fare evaders. I watch dozens of people jump every single day in Chinatown while damaging the gates and generally treating stations and trains poort three by increasing maintenance costs. Further the damaged high gates you've spent millions on recently closed on me halfway thru with a stroller (I pay my fare) causing injury. This wouldn?t have happened if only paying customers used the metro since we actually take care of the property. If metro rais is the for the my agency is considering moving us out of DC because the constructions. If the day or DC I) will stop commuting into DC altogether and just work from home in Alexandria. DC will continue to suffer the decline of its government?s own making. (Note my agency is considering moving us out of DC because the People in this area depend on these routes. It know you've done the metro. Fares/Fees/Parking You should be decreasing the fares so as to entice more people to take the metro. Fares/Fees/Parking You should be decreasing the fares proved and go into effect. Miscellaneous Actu of service will induce customers to look for alternatives to their transportation needs. An efficient, frequent and reliable bus and train transportation would attract more patrons. Bus Service Don't like them Miscellaneous Bus Service In my opinion, inflation is at the root of this problem. Actions as well as inactions b		
17d prefer if metro rail increased revenue by criminalizing fare evaders. I watch dozens of people jump every single day in Chinatown while damaging the gates and generally treating stations and trains porty thereby increasing maintenance costs. Further the damaged high gates you?ve spent millions on recently closed on me halfway thru with a stroller (1 pay my fare) causing injury. This wouldn?t have happened if only paying customers used the metro since we actually take care of the property. If metro raises its fees for me to subsidize your own negligence (and the Mayor of DC) I will stop commuting into DC altogether and just work from home in Alexandria. DC will continue to suffer the decline of its government?s own making. (Note my agency is considering moving us out of DC De because the Chinatown metro is so off-putting. It?s the #1 reason people have requested remote work). Think about Fares/Fees/Parking People in this area depend on these routes. I know you?ve done surveys in order to collect this data but one of the main complaints of people new to the area is how bad the public transportation is for such a densely populated area. If you implement these proposals people will have to drastically alter their lives and work schedules if these proposals are approved and go into effect. A cut of service will induce customers to look for alternatives to their transportation needs. An efficient, feeguent and reliable bus and train transportation would attract more patrow. Utk	adds 25 minutes to a commute. Many people, myself included, live where they do due to the ability of	
every single day in Chinatown while damaging the gates and generally treating stations and trains on poorly thereby increasing maintenance costs. Further the damaged high gates you?ve spent millions on recently closed on me halfway thru with a stroller () pay ny frac clausing juipury. This wouldn't have happened if only paying customers used the metro since we actually take care of the property. If metro traises its fees for me to subsidize your own negligence (and the Mayor of DC) I will stop commuting so the top community of t	Metro to get them to work and an alternative station on the same line would be challenging to access.	Bus Service
poorly thereby increasing maintenance costs. Further the damaged high gates you?ve spent millions on recently closed on mealfway thru with a stroller (I pay my fare) causing injury . This wouldn?t have happened if only paying customers used the metro since we actually take care of the property. If metro raises its fees for me to subsidize your own negligence (and the Mayor of DC) I will stop commuting into DC altogether and just work from home in Alexandria. DC will continue to suffer the decline of its government?s own making. (Note my agency is considering moving us out of DC because the Chinatown metro is so off-putting. ItS's the #1 reason people have requested remote work). Think about Pares/Fees/Parking You should be decreasing the fares so as to entice more people to take the metro. People in this area depend on these routes. I know you?ve done surveys in order to collect this data but one of the main complaints of people new to the area is how bad the public transportation is for such a densely populated area. If you implement these proposals people will have to drastically alter their lives and work schedules if these proposals are approved and go into effect. A cut of service will induce customers to look for alternatives to the fire transportation needs. An efficient, declinatous data reliable bus and train transportation would attract more patrons. Miscellaneous like them I my opinion, inflation is at the root of this problem. Actions as well as inactions by the Federal Reserve has resulted in the current economy which we all are a part of. Increased pricing for fares must happen to reflect the current envinoment. However, Increased pricing for fares must happen to reflect the current envinoment. However, Increased pricing to fares must happen to reflect the current envinoment. However, Increased prices must be offset by offering greater services and a better requerice. This business model rewards your customers. The immediate costs to Metro should and must be covered by the federal government and s	1?d prefer if metro rail increased revenue by criminalizing fare evaders. I watch dozens of people jump	
recently closed on me halfway thru with a stroller (I pay my fare) causing injury . This wouldn?t have happened If only paying customers used the metro since we actually take care of the property. If metro raises its fees for me to subsidize your own negligence (and the Mayor of DC) I will stop commuting into DC altogether and just work from home in Alexandria. DC will continue to suffer the decline of its government?s own making. (Note my agency is considering moving us out of DC because the Chinatown metro is so off-putting. It's the HI reason people have requested remote work). Think about Pople in this area depend on these routes. I know you're done surveys in order to collect this data but densely populated area. If you implement these proposals people will have to drastically alter their lives and work schedules if these proposals people will have to drastically alter their lives and work schedules if these proposals people will have to the first ansportation needs. An efficient, frequent and reliable bus and train transportation would attract more patrons. Don't like them In versionio, inflation is at the root of this problem. Actions as well as inactions by the Federal Reserve has resulted in the current economy which we all are a part of. Increased pricing for fares must happen to reflect the current environment. However, Increased pricing for fares must happen to reflect the current environment. However, Increased pricing for fares must happen to reflect the current environment. However, Increased pricing for fares must happen to reflect the current environment. However, Increased pricing for fares must happen to reflect the current environment. However, Increased pricing for fares must happen to reflect the current environment. However, Increased pricing for fares must happen to reflect the current environment. However, Increased pricing for fares must happen to reflect the current environment. However, Increased pricing for fares must happen to reflect the current environment. However, Increased pri		
happened if only paying customers used the metro since we actually take care of the property. If metro raises its fees for me to subsidize your own negligence (and the Mayor of DC) I will stop commuting its DC altogether and just work from home in hekandria. DC will continue to suffer the deline of its government?s own making. (Note my agency is considering moving us out of DC because the Chinatown metro is so off-putting. It?s the #1 reason people have requested remote work). Think about Pous hould be decreasing the fares so as to entice more people to take the metro. People in this area depend on these routes. I know you?ve done surveys in order to collect this data but one of the main complaints of people new to the area is how bad the public transportation is for sur- densely populated area. If you implement these proposals are approved and go into effect. A cut of service will induce customers to look for alternatives to their transportation needs. An efficient, frequent and reliable bus and train transportation would attract more patrons. Don't like them Please don?t shut down metro service If mont trying to be late to school In my opinion, inflation is at the root of this problem. Actions as well as inactions by the Federal Reserve has resulted in the current economy which we all are a part of. Increased pricing for fares must happen to reflect the current environment. However, Increased pricing must be offset by offering greater services and a better experience. This business model rewards your customers. The immediate costs. Metro should and must be covered by the federal government and state and not by employee cust. Metro is an investment in the future. And it must be toreaded point, by offering greater services and a better experience. This business model rewards your customers. The immediate costs. Metro should and must be covered by the federal government and state and not by employee cust. Metro is an investment in the future. And it must be toreaded by offering greater services and a better expe		
raises its fees for me to subsidize your own negligence (and the Mayor of DC) I will stop commuting into DC altogether and just work from home in Alexandria. DC will continue to suffer the decline of its government?s own making. (Note my agency is considering moving us out of DC because the Chinatown metro is so off-putting. It?s the #1 reason people have requested remote work). Think about Paople in this area depend on these routes. I know you?ve done surveys in order to collect this data but one of the main complaints of people new to the area is how bad the public transportation is for such densely populated area. If you implement these proposals people will have to drastically alter their lives and work schedules if these proposals are approved and go into effect. A cut of service will induce customers to look for alternatives to their transportation needs. An efficient, frequent and reliable bus and train transportation would attract more patrons. Dut like them I more priving to be late to school I mn ot priving to be late to school In mory princin, inflation is at the root of this problem. Actions as well as inactions by the Federal Reserve has resulted in the current economy which we all are a part of. Increased pricing for fares must happen to reflect the current environment. However, Increased prices must be offset by offerring greater services and a must be covered by the federal government and state and not by employee cuts. Metro is hou fur the long term esults they offer. Wast schould be		
DC altogether and just work from home in Alexandria. DC will continue to suffer the decline of its government?s own making. (Note my agency is considering moving us out of DC because the Chinatown metro is so off-putting. It?s the #1 reason people have requested remote work). Think about Fares/Fees/Parking People in this area depend on these routes. I know you?ve done surveys in order to collect this data but one of the main complaints of people new to the area is how bad the public transportation is for such a densely populated area. If you implement these proposals people will have to drastically alter their lives and work schedules if these proposals are approved and go into effect. A cut of service will induce customers to look for alternatives to their transportation needs. An efficient, frequent and rain transportation would attract more patrons. Bus Service Don't like them Ida Miscellaneous Ida Miscellaneous Ida Miscellaneous Ida Miscellaneous If ervice IP and It must be ort of this problem. Actions as well as inactions by the Federal Reserve has resulted in the current economy which we all are apt of. Increased pricing for fares must happen to reflect the current environment. However, Increased price must be offset by offering greater services and a better experience. This business model rewards your customers. The immediate costs to Metro should and must be covered by the federal government and state and not by employee custo. Weir oscient. How were, Increased prices must be offset by offering greater services and a better experience. This business model rewards your customers. The immediate costs to Metro should and must be covered by the federal government and state and not by employee custo. Were should be better should be better the urrent in the future. And it must be treated as such. No investment should be better should be better the urrent in the future. And it must be treated as such. No investment should be better should be beto the obsered by the federal government and state and not by emplo		
government?s own making. (Note my agency is considering moving us out of DC because the Chinatown metro is so off-putting. It?s the #1 reason people have requested remote work). Think about You should be decreasing the fares so as to entice more people to take the metro. Fares/Fees/Parking People in this area depend on these routes. I know you?ve done surveys in order to collect this data but one of the main complaints of people new to the area is how bad the public transportation is for such a densely populated area. If you implement these proposals people will have to drastically alter their lives and work schedules if these proposals are approved and go into effect. Miscellaneous A cut of service will induce customers to look for alternatives to their transportation needs. An efficient, frequent and reliable bus and train transportation would attract more patrons. Bus Service Don't like them Idk Miscellaneous Please don?t shut down metro service In my opinion, inflation is at the root of this problem. Actions as well as inactions by the Federal Reserve has resulted in the current economy which we all are a part of. Increased pricing for fares must happen to reflect the current environment. However, Increased pricing for fares must happen to reflect the current environment. However, Increased prices must be offset by offering greater services and a better experience. This business model rewards your customers. The immediate costs to Metro should and must be covered by the federal government and state and not by employee cust. Metro is an investment in the future. And it must be treaded as such. No investment should be looked at for immediate gratification. But for the long term results they offer. Waste should be looked at for immediate gratification. But for the long term results they offer. Waste should be		
Chinatown metro is so off-putting. It?s the #1 reason people have requested remote work). Think about Fares/Fees/Parking You should be decreasing the fares so as to entice more people to take the metro. Fares/Fees/Parking People in this area depend on these routes. I know you?ve done surveys in order to collect this data but one of the main complaints of people new to the area is how bad the public transportation is for such a densely populated area. If you implement these proposals people will have to drastically alter their Miscellaneous A cut of service will induce customers to look for alternatives to their transportation needs. An efficient, frequent and reliable bus and train transportation would attract more patrons. Bus Service Don't like them Miscellaneous Idk Miscellaneous Please don't shut down metro service Rail Service In my opinion, inflation is at the root of this problem. Actions as well as inactions by the Federal Reserve has resulted in the current environment. However, Increased prices must be offset by offering greater services and a better experience. This business model rewards your customers. The immediate costs to Metro should and must be covered by the federal government and state and not by employee cuts. Metro is an investment in the future. And it must be treated as such. No investment should be looked at for immediate gratification. But for the long term results they offer. Waste should be	government?s own making. (Note my agency is considering moving us out of DC because the	
People in this area depend on these routes. I know you?ve done surveys in order to collect this data but one of the main complaints of people new to the area is how bad the public transportation is for such a densely populated area. If you implement these proposals people will have to drastically alter their lives and work schedules if these proposals are approved and go into effect. A cut of service will induce customers to look for alternatives to their transportation needs. An efficient, frequent and reliable bus and train transportation would attract more patrons. Don't like them Don't like them Don't like them Don't shut down metro service Rail Service Please don?t shut down metro service I?m not trying to be late to school In my opinion, inflation is at the root of this problem. Actions as well as inactions by the Federal Reserve has resulted in the current economy which we all are a part of. Increased pricing for fares must happen to reflect the current environment. However, Increased prices must be offset by offering greater services and a better experience. This business model rewards your customers. The immediate costs to Metro should and must be covered by the federal government and state and not by employee cuts. Metro is an investment in the future. And it must be treated as such. No investment should be looked at for immediate gratification. But for the long term results they offer. Waste should be		Fares/Fees/Parking
one of the main complaints of people new to the area is how bad the public transportation is for such a densely populated area. If you implement these proposals people will have to drastically alter their lives and work schedules if these proposals are approved and go into effect. Miscellaneous A cut of service will induce customers to look for alternatives to their transportation needs. An efficient, frequent and reliable bus and train transportation would attract more patrons. Bus Service Don't like them Miscellaneous Miscellaneous Miscellaneous Please don't shut down metro service Rail Service Rail Service Rail Service Rail Service Rail Service Miscellaneous Please don't shut down metro service I nor of this problem. Actions as well as inactions by the Federal Reserve has resulted in the current environment. However, Increased prices must be offset by offering greater services and a better experience. This business model rewards your customers. The immediate costs to Metro should and must be covered by the federal agovernment and state and not by employee cuts. Metro is an investment in the future. And it must be treetade as such. No investment should be looked at for immediate gratification. But for the long term results they offer. Waste should be		
densely populated area. If you implement these proposals people will have to drastically alter their lives and work schedules if these proposals are approved and go into effect. Miscellaneous A cut of service will induce customers to look for alternatives to their transportation needs. An efficient frequent and reliable bus and train transportation would attract more patrons. Bus Service Don't like them Miscellaneous Idk Miscellaneous Please don't shut down metro service Rail Service 1?m not trying to be late to school Bus Service In my opinion, inflation is at the root of this problem. Actions as well as inactions by the Federal Reserve has resulted in the current eoniony which we all are a part of. Increased pricing for fares must happen to reflect the current environment. However, Increased prices must be offset by offering greater services and a better experience. This business model rewards your customers. The immediate costs to Metro should and must be covered by the federal government and state and not by employee cust. Metro is an investment in the future. And it must be treated as such. No investment should be looked at for immediate gratification. But for the long term results they offer. Waste should be		
lives and work schedules if these proposals are approved and go into effect. Miscellaneous A cut of service will induce customers to look for alternatives to their transportation needs. An efficient, frequent and reliable bus and train transportation would attract more patrons. Bus Service Bus Service Don't like them Miscellaneous Idk Miscellaneous Please don?t shut down metro service Rail Service I?m not trying to be late to school Bus Service In my opinion, inflation is at the root of this problem. Actions as well as inactions by the Federal Bus Service Reserve has resulted in the current economy which we all are a part of. Increased pricing for fares must happen to reflect the current environment. However, Increased prices must be offset by offering greater services and a better experience. This business model rewards your customers. The immediate costs to Metro should and must be covered by the federal government and state and not by employee cuts. Metro is an investment in the future. And it must be treated as such. No investment should be looked at for immediate gratification. But for the long term results they offer. Waste should be		
A cut of service will induce customers to look for alternatives to their transportation needs. An efficient, frequent and reliable bus and train transportation would attract more patrons. Bus Service Don't like them Miscellaneous Miscellaneous Idk Miscellaneous Please don?t shut down metro service Rail Service Rail Service I?m not trying to be late to school Bus Service In my opinion, inflation is at the root of this problem. Actions as well as inactions by the Federal Reserve has resulted in the current economy which we all are a part of. Increased pricing for fares must happen to reflect the current environment. However, Increased prices must be offset by offering greater services and a better experience. This business model rewards your customers. The immediate costs to Metro should and must be covered by the federal government and state and not by employee cuts. Metro is an investment in the future. And it must be treated as such. No investment should be looked at for immediate gratification. But for the long term results they offer. Waste should be		Miscellaneous
frequent and reliable bus and train transportation would attract more patrons. Bus Service Don't like them Miscellaneous Idk Miscellaneous Please don't shut down metro service Rail Service 17m not trying to be late to school Bus Service 10m roy opinion, inflation is at the root of this problem. Actions as well as inactions by the Federal Bus Service Reserve has resulted in the current environment. However, Increased prices must be offset by offering greater services and a better experience. This business model rewards your customers. The immediate costs to Metro should and must be covered by the federal such. No investment in the future. And it must be treetder as such. No investment should be looked at for immediate gratification. But for the long term results they offer. Waste should be Service		
Don't like them Miscellaneous Idk Miscellaneous Please don't shut down metro service Rail Service I?m not trying to be late to school Bus Service In my opinion, inflation is at the root of this problem. Actions as well as inactions by the Federal Bus Service Reserve has resulted in the current environment. However, Increased prices must be offset by offering greater services and a better experience. This business model rewards your customers. The immediate costs to Metro should and must be covered by the federal government and state and not by employee cuts. Metro is an investment in the future. And it must be treated as such. No investment should be looked at for immediate gratification. But for the long term results they offer. Waste should be		Bus Service
Idk Miscellaneous Please don?t shut down metro service Rail Service 1?m not trying to be late to school Bus Service 1my opinion, inflation is at the root of this problem. Actions as well as inactions by the Federal Bus Service Reserve has resulted in the current economy which we all are a part of. Increased pricing for fares must happen to reflect the current environment. However, Increased prices must be offset by offering greater services and a better experience. This business model rewards your customers. The immediate costs to Metro should and must be covered by the federal government and state and not by employee cuts. Metro is an investment in the future. And it must be treated as such. No investment should be looked at for immediate gratification. But for the long term results they offer. Waste should be <td>Don't like them</td> <td></td>	Don't like them	
I?m not trying to be late to school Bus Service In my opinion, inflation is at the root of this problem. Actions as well as inactions by the Federal Bus Service Reserve has resulted in the current environment. However, Increased pricing for fares must happen to reflect the current environment. However, Increased prices must be offset by offering greater services and a better experience. This business model rewards your customers. The immediate costs to Metro should and must be covered by the federal government and state and not by employee cuts. Metro is an investment in the future. And it must be treated as such. No investment should be looked at for immediate gratification. But for the long term results they offer. Waste should be		
In my opinion, inflation is at the root of this problem. Actions as well as inactions by the Federal Reserve has resulted in the current economy which we all are a part of. Increased pricing for fares must happen to reflect the current environment. However, Increased prices must be offset by offering greater services and a better experience. This business model rewards your customers. The immediate costs to Metro should and must be covered by the federal government and state and not by employee cuts. Metro is an investment in the future. And it must be treated as such. No investment should be looked at for immediate gratification. But for the long term results they offer. Waste should be		
Reserve has resulted in the current economy which we all are a part of. Increased pricing for fares must happen to reflect the current environment. However, Increased prices must be offset by offering greater services and a better experience. This business model rewards your customers. The immediate costs to Metro should and must be covered by the federal government and state and not by employee cuts. Metro is an investment in the future. And it must be treated as such. No investment should be looked at for immediate gratification. But for the long term results they offer. Waste should be		Bus Service
happen to reflect the current environment. However, Increased prices must be offset by offering greater services and a better experience. This business model rewards your customers. The immediate costs to Metro should and must be covered by the federal government and state and not by employee cust. Metro is an investment in the future. And it must be treated as such. No investment should be looked at for immediate gratification. But for the long term results they offer. Waste should be		
greater services and a better experience. This business model rewards your customers. The immediate costs to Metro should and must be covered by the federal government and state and not by employee cuts. Metro is an investment in the future. And it must be treated as such. No investment should be looked at for immediate gratification. But for the long term results they offer. Waste should be		
costs to Metro should and must be covered by the federal government and state and not by employee cuts. Metro is an investment in the future. And it must be treated as such. No investment should be looked at for immediate gratification. But for the long term results they offer. Waste should be		
cuts. Metro is an investment in the future. And it must be treated as such. No investment should be looked at for immediate gratification. But for the long term results they offer. Waste should be		
looked at for immediate gratification. But for the long term results they offer. Waste should be		
immediately address with cuts. But the asset needs to be protected at all cost. Bus Service	looked at for immediate gratification. But for the long term results they offer. Waste should be	
	immediately address with cuts. But the asset needs to be protected at all cost.	Bus Service

Comment	Category
I think there needs to be a better way to fund this system. Public transit should be a right that is easily	
accessible to all, both in price and service. We shouldn't have to sacrifice one for the other, or sacrifice	
either at all! I'd rather have a tax introduced than put this burden on the backs of folks who need the	
service the most and probably have the fewest resources. Metro just needs to do better	Fare Evasion/Safety/Crime Rail Service
Metro should focus on making smart purchases with the advice of drivers and technicians who deal	Rall Service
with the vehicles and equipment everyday.	Rail Service
Given that the DC, MD, and VA area has no alternative mass transit system, getting to and from home,	
and office, and other activities may be somewhat challenging, and considerably more expensive. It	
occurs to me that Metro's fares have been increasing substantially for quite some time now, and	
Metrorail's increasing unreliability might make one wonder (I certainly do) exactly what it is that is	
driving these cost increases. If this has to do with the pensions of retired Metro employees, then I feel	
that WMATA has a responsibility to be out front and transparent about that. I do not believe that the	
cost increases are necessary as often as they are occurring, and I would be curious as to what the final	
results from public input to surveys such as this indicate.	Miscellaneous
Do not freeze the wages of workers. For mistakes of people in the office	Operating Budget, Management and Spending
S2 needs to run every 20 mins instead of 30 please :) more 52 or 54 would be prudent too - I never see that bus less than packed	Bus Service
Making these cuts hurts the people and workers. Will the GM not take a pay increase and lead by	Bus service
example? The answer to this is NO increase fare let the workers and the working public benefit from	
the service Metro provides.	Fares/Fees/Parking
Metro is a public good that keeps DC and the surrounding areas running. Metro needs increased	
funding to prevent traffic, climate change, and to increase equity	Capital Budget
This is absolutely ridiculous that the main public transportation system in the city is proposing to cut	
service and increase costs even more. Make everybody ACTUALLY PAY!!! Stop letting people not pay	
and use the metro. Seriously, you can figure out how to still PROVIDE PUBLIC TRANSPORTATION TO	
THE CITY. This is INCREDIBLY frustrating. I?m in disbelief that this is even a survey.	Service Levels
Wage freeze can not be a solution; rather it is another headache for metro family struggling with	
inflation.	Rail Service
The fares for MetroBus and MetroRail should be much lower for students, young adults, seniors, etc. I	
would ride both MetroBus and MetroRail so much more if they ran more frequently, especially on weekends. I also wish there were additional bus routes and rail routes across the city. I rely on the	
weekends. I also wish there were additional bus routes and rail routes across the city. I rely on the MetroRail to get to work, and under the proposal to cut stations with low ridership, I would not be able	
to get to work anymore.	Bus Service
l just want Metro run safe for customers and employees?	Fare Evasion/Safety/Crime
Enforce the fare evasion laws you'll have the money	Fare Evasion/Safety/Crime
I use Metro rail all the time. I don't mind paying a little bit more to have good service. I would love it if	
all the jurisdictions - especially Maryland and Virginia would increase their support for Metro. When	
the system works, it is terrific. However, between long waits for trains, broken escalators, fare evaders	
who jump over the entrances and exits, panhandlers on the cars, people who eat and drink and leave	
their garbage for others to pick up- there are challenges with the comfort and security I feel on the	
system. Bottom line- if things run on time, and the trains are relatively clean- it is a great way to get	
around the city. If fares need to rise to support some of the infrastruture - I am OK with that as long as	
these increases are reasonable.	Fare Evasion/Safety/Crime
METRO NEEDS TO FIND A SOLUTION TO KEEP THE ROUTES AND TRY TO FIND A WAY TO OPEN THE	
METRO STATIONS EARLIER SO YOU CAN CATCH A 0600 flight. People depend on those runs to get to	
and from work. ANY CUTS WOUD EFFECT PEOPLE LIVELIHOOD.	Bus Service
Consider that metro has changed from a hub and spoke commuter system to bring workers to	
downtown. But now it allows greater flexibility in transit needs for those that need it	Bus Service
Increased Fares would cripple working folks. Hold the Non Paying Customers Accountable. Increase	
advertising. Raising Parking would cripple the working Folk. Reducing Service, makes trains and Buses	
Crowded, and putting folks Less than 6 feet apart. Metro should focus more in their employees and cut cost in some of the capital proyects and their	Bus Service
unnecessary spending.	Operating Budget, Management and Spending
I don?t agree with cutting wages. Those workers work hard on a daily basis whether it?s rail buses,	
maintenance or custodial.	Operating Budget, Management and Spending
When will Metro get it right? So much progress could have been achieved during Covid, but yet here	
we are again with more cuts and unhappy customers. So many cities around the world offer FREE	
public transportation to its residents. Why can't DC do the same ?? Wait times and fares are already	
outrageous enough.	Fares/Fees/Parking
Don?t cut routes and don?t layoff employees	Bus Service
Metro's budget shortfall should not be made up on the backs of it's customers or workers.	Operating Budget, Management and Spending
Continue to pursue and lobby for dedicated, reliable funding sources as opposed to having to scramble	
to find the necessary funding to avoid drastically reduced service levels.	Capital Budget
No cuts to bus routes.	Bus Service
Provide Station and Station Manager Safety	Fare Evasion/Safety/Crime
Discussing pay freezes is unconscionable in this era of extreme inflation. How can Metro reasonably	
argue that inflation is the cause of funding issues and then proceed to pass the problem on to their	
own workers? There should be absolutely zero bus service cuts - as the post-public health emergency bus service rebounds have shown, bus service is the lifeline of this region's transport system. Finally,	
stop wasting money on CBTC - this will bring zero benefit to Metro while costing a literal fortune.	
Continue investing in upgrades and renewals to your existing train control infrastructure which was	
already designed to maximize system throughput.	Bus Service
Do not eliminate any service. Propose budget cuts on executive staff members and consolidate	
departments, eliminate redundancy/repetition of jobs.	Operating Budget, Management and Spending
If Metro decides it wants to increase ridership in buses and rail, it is a no brainer that more frequent	
service, and not the opposite, should be provided. It is ridiculous that in today's world, when every	
effort should be made to cut emissions and promote public transport, Metro decides to do precisely	
the opposite - cut or eliminate bus services. This is not something I would have expected in the capital	
of the USA. Additionally, this would be an ageist (discriminatory) policy, since older folks who cannot	
drive will face reduced or inconvenient access to public bus transport. On all fronts, these are bad	
policies that don't reflect well on Metro's or the city's leadership. It is very disappointing to even having	
to fill out this survey.	Service Levels
I know tough decisions are coming, service and reliability should not be a consideration. Thank you.	Service Levels
Metro should find other avenues for its budget shortfalls. Cutting service and or increasing fare for its customers is not an option. Metro have miss manage government funds nurchasing new rail casts that	
customers is not an option. Metro have miss manage government funds purchasing new rail carts that was coming off the tracks, which they had to retrofit. Furthermore metro was giving out 5k sign on	
bonus for new employees. All of that makes a metro problem. Not us, the riders/customers.	Operating Budget, Management and Spending
	1
Don't cut anything. Raise the fare and increase police officers to help fare evasion	Fare Evasion/Safety/Crime

Comment	Category
WMATA owes the public its absolute best effort to not implement ANY service cuts whatsoever, unless	
as an ultimate last resort?as WMATA exists as the ONLY mode of transportation for most of it?s	
customers.	Bus Service
I know that the supervision side is extremely heavy. It absolutely makes no sense to have so many	
supervisors on rail side. Why have a super independent and an assistant superintendent. Half the time	
they are not even at work. You wanna save a ton of money look into how many supervisors are on the	
premises in railside especially mro. Most of them not doing anything. You also have aa mechanics sitting	
around doing clerical work. They could be on the floor working. The amount of overtime being handed	
out especially at Brentwood is a total waste of money. Half the time they are sleeping in their cars. You	
have a total break down in efficiency of the department. I really want to see metro succeed for my	
future. But at the current trajectory I don?t see how it?s feasible. It is not the same company it was	
10years ago.	Rail Service
Do not under any circumstances re-allocate funding that is used to pay the hardworking people that	
keep these systems running. Metro would be nothing without its workers.	Capital Budget
There are many DC citizens who rely on the metro to get to work, school, doctor?s appointments, etc.	
Reducing the hours and increasing the time between trains would negatively affect tens of thousands	
of people. Please do not make it more difficult to access the metro and do not close stations. Everyone	
in DC has a right to live their lives as they need.	Rail Service
You cannot cut service. Period. If people stop riding metro, which they will because its extremely easy	
to drive and park in DC and the surrounding areas, they will not come back to the system. Raising rates	
is not as bad as cutting service, but frankly its embarrassing to ask for more money when service is as	
mediocre as it is now. I can't go more than a week of riding metro without a train breaking down or	
having a 10+ minute delay. Figure it out with governments, find a way to work with the democratic	
federal admin to get some money. Look for grants, sell advertisements, whatever needs to be done to	
INCREASE service and keep fares stable. On the idea of a redline turnback at Grosvenor, thats an	
insanely bad idea. The development around north bethesda is extremely important, not just because I	
live there, but because there is extremely dense housing near the metro stations north of it. People	
commute in from Rockville, Twinbrook, and North Bethesda and they rely on train service. If we have to	
wait 15 minutes on the platform for a train and pay \$7 to get to DC then we will drive	Fares/Fees/Parking
Y?all need to pick ppl who wanna do their job. Especially the 80. It?s always late	Bus Service
L2 service southbound in the evenings is unreliable- how can this happen on a major thoroughfare in	
the capital of the free world? SHAMEFUL	Fares/Fees/Parking
the trains need to run til 3am on the weekend like they used to! and i am EXTREMELY opposed to	
cutting weekend bus services, especially the 83 and 86. i dont live in bowie anymore but if yall had	
stopped b21/22 buses i would have had no way of getting to work or home. those buses arent crowded	
often but they are rarely EMPTY. people DO use those buses. cutting services hours or frequency of	
buses would majorly impact ppl who rely on them for work and just getting around. im also extremely	
opposed to fare increases. we're literally in a recession right now and you want to charge people MORE	
for buses that can barely be on time every day? please.	Bus Service
Appreciate the question asking how we would spend the budget. But we have no clue of the level of	
efforts for each. So they are almost all wrong for sure	Operating Budget, Management and Spending
Turnbacks are good. Ashburn, Dulles, Glenmont, etc. don't need service every 12-15 minutes. For	
buses, routes can be made more direct instead of being shortened. For example, the 42/43 don't need	
to detour down Virginia Ave, they can just travel along F street from 21st to 18th (walking these three	
blocks is often faster than taking the bus between these stops anyway).	Bus Service
Metro keeps the city alive. Metro should focus on taking action against the non-paying customers by	
	Pue Consist
the bus driver themselves or other means necessary rather than cutting services.	Bus Service
Part of the reason for decreased ridership is declines in service and decreased safety. Further lowering	
service and raising rates may seem necessary but those measures will further discourage people from	
using the system. We need to invest not only in the infrastructure but in increasing ridership. Money	
spent on making the experience better through shorter waits, greater capacity to get people	
everywhere we want to go when we want to go for both work and personal travel, ensuring passenger	
safety, and replacing old decrepit rail cars, will bring riders back and keep our Metro-served	Fare Evasion/Safety/Crime
Metro keeps DMV alive: Stricter laws against non-paying customers by the bus driver themselves or	
other means is what?s needed. Paying customers shouldn?t have to suffer because people do not pay.	Bus Service
I'm willing to pay much higher fares. I need Metrobus service to get to my job.	Bus Service
unless employees get paid more, how are they (we) supposed to afford public transportation?????	Operating Budget, Management and Spending
Metro should stay open till 2 on the weekend that way it will help people and cause less drunk drivers	
and the second	Rail Service
Bus routes 43 & 42 are essential for me and my neighbors to reach DuPont from Adams Morgan	Rail Service
neighborhood. Cutting service will greatly affect our ability to move around the city as we have no rail	
stops nearby. Please consider not changing service to bus lines 42 & 43.	Bus Service
I am a Virginia resident making more than \$100,000. I would be HAPPY to pay more in taxes to support	
Metro service. I'm very sorry the Metro has been put in such a difficult position.	Rail Service
make Metro free and stop charging absurd prices for services that people use for travel you spineless	
	Rail Service
It is important that if Metro makes any decisions based on ridership numbers, it also analyzes decisions	
with an equity measure. For example, a bus route may have lower ridership than another but serve a	
more transit-dependent or vulnerable community. Cutting that bus route would cause more immediate	
harm than one with more ridership serving choice riders.	Bus Service
Just don't affect 49,48, or 26 and we good	Miscellaneous
Running metrobus and/or metrorail until 2am on F/Sa will greatly help DC nightlife. As it currently	
stands, everyone is very reliant on a rideshare app to safely get home since public transit quickly closes,	
even on weekends. Increasing public transit options for weekend late nights is also likely to cut down	
on drunk driving since it will be easy to hop on a metrobus or metrorail for low cost instead of the high-	
price, high-demand rideshares (though an increased fare for these late nights is also a sensible	Bus Service
I already pay the max price and spend over 45 minutes to get to work using the metro. The increase is	
outrageous, and the possibility of having to wait over 15 minutes for a train also seems unreasonable.	Rail Service
You are literally planning to eliminate my main ways to get to work. Please for the love of god don?t do	
You are literally planning to eliminate my main ways to get to work. Please for the love of god don?t do that the buses are already unreliable as is.	Bus Service
	Bus Service
that the buses are already unreliable as is. Metro should find ways to be self sufficient without suburban municipalities having to increase taxes to	Bus Service
that the buses are already unreliable as is. Metro should find ways to be self sufficient without suburban municipalities having to increase taxes to offset rising costs	Bus Service
that the buses are already unreliable as is. Metro should find ways to be self sufficient without suburban municipalities having to increase taxes to offset rising costs I'm concerned about the proposed plan to reduce train frequency because of the likelihood that it will	Bus Service
that the buses are already unreliable as is. Metro should find ways to be self sufficient without suburban municipalities having to increase taxes to offset rising costs I'm concerned about the proposed plan to reduce train frequency because of the likelihood that it will increase crowding and make rail travel more difficult and uncomfortable, and potentially more	Bus Service Fares/Fees/Parking
that the buses are already unreliable as is. Metro should find ways to be self sufficient without suburban municipalities having to increase taxes to offset rising costs I'm concerned about the proposed plan to reduce train frequency because of the likelihood that it will increase crowding and make rail travel more difficult and uncomfortable, and potentially more dangerous given that it seems likely riders will hold the doors for extended periods at each station if the	Bus Service Fares/Fees/Parking
that the buses are already unreliable as is. Metro should find ways to be self sufficient without suburban municipalities having to increase taxes to offset rising costs I'm concerned about the proposed plan to reduce train frequency because of the likelihood that it will increase crowding and make rail travel more difficult and uncomfortable, and potentially more dangerous given that it seems likely riders will hold the doors for extended periods at each station if the next train is 7-15 minutes away.	Bus Service Fares/Fees/Parking
that the buses are already unreliable as is. Metro should find ways to be self sufficient without suburban municipalities having to increase taxes to offset rising costs I'm concerned about the proposed plan to reduce train frequency because of the likelihood that it will increase crowding and make rail travel more difficult and uncomfortable, and potentially more dangerous given that it seems likely riders will hold the doors for extended periods at each station if the next train is 7-15 minutes away. Weekday rush hour service should not be cut. Rush hour trains already do not come as often as they	Bus Service Fares/Fees/Parking Bus Service
that the buses are already unreliable as is. Metro should find ways to be self sufficient without suburban municipalities having to increase taxes to offset rising costs I'm concerned about the proposed plan to reduce train frequency because of the likelihood that it will increase crowding and make rail travel more difficult and uncomfortable, and potentially more dangerous given that it seems likely riders will hold the doors for extended periods at each station if the next train is 7-15 minutes away. Weekday rush hour service should not be cut. Rush hour trains already do not come as often as they should.	Bus Service Fares/Fees/Parking Bus Service Rail Service
that the buses are already unreliable as is. Metro should find ways to be self sufficient without suburban municipalities having to increase taxes to offset rising costs I'm concerned about the proposed plan to reduce train frequency because of the likelihood that it will increase crowding and make rail travel more difficult and uncomfortable, and potentially more dangerous given that it seems likely riders will hold the doors for extended periods at each station if the next train is 7-15 minutes away. Weekday rush hour service should not be cut. Rush hour trains already do not come as often as they should. You need to address fare evasion.	Bus Service Fares/Fees/Parking Bus Service
that the buses are already unreliable as is. Metro should find ways to be self sufficient without suburban municipalities having to increase taxes to offset rising costs I'm concerned about the proposed plan to reduce train frequency because of the likelihood that it will increase crowding and make rail travel more difficult and uncomfortable, and potentially more dangerous given that it seems likely riders will hold the doors for extended periods at each station if the next train is 7-15 minutes away. Weekday rush hour service should not be cut. Rush hour trains already do not come as often as they should. You need to address fare evasion. I love the metro system as it allows me to be car free with no problems and cuts like this would life a	Bus Service Fares/Fees/Parking Bus Service Rail Service Fare Evasion/Safety/Crime
that the buses are already unreliable as is. Metro should find ways to be self sufficient without suburban municipalities having to increase taxes to offset rising costs I'm concerned about the proposed plan to reduce train frequency because of the likelihood that it will increase crowding and make rail travel more difficult and uncomfortable, and potentially more dangerous given that it seems likely riders will hold the doors for extended periods at each station if the next train is 7-15 minutes away. Weekday rush hour service should not be cut. Rush hour trains already do not come as often as they should. You need to address fare evasion.	Bus Service Fares/Fees/Parking Bus Service Rail Service

Comment	Cataoour
Comment	Category
Closing the newly opened stations would be catastrophic for the communities that are growing around them. Ridership needs to grow over time	Rail Service
Please increase 17K services. The ridership has been high. Thank you!	Service Levels
Need to increase service on R2 metrobus. Its almost never on time! Metro security needs to be better	
aware of people that hop turnstiles and those that tailgate! I see it every day and it infuriates me!	
Secirity need to spread out across all of the turnstiles rather than standing around in a group shooting	
the crap and pay better attention. Arrest all of the people that jump or tailgate! If I have to pay so	
doesn't everyone else! Metro wouldn't have to make cuts if this is better policed!	Bus Service
Please remember that many people other than just commuters really rely on metro access. Not	
addressed in this are the desperate need for maintenance of easily located elevator and escalators (especially up escalators) that maintain power so people with disabilities can use them. An app that	
actually functions is also very important.	MetroAccess
Service is the best it?s ever been, please avoid cutting	Service Levels
It?s hard to have an opinion on closure of stations without further information on which stations - this	
information needs to be provided to individuals as soon as possible and should take into consideration	
bus route alternatives as well	Bus Service
Find funding and have DC, Virginia and Maryland contribute more	Capital Budget
Find cheap ways to make bus lanes! The current state of bus lanes in D.C. is pitiful, if you do that,	
especially in an area like Georgetown, where M Street desperately needs traffic calming and to remove the on-street parking. It's a shame that WMATA is made up of, at the highest levels, such soft,	
suburban-oriented people. You need some proper transit users on there, leverage your weight in those	
places. Don't get caught up in the silly things.	Bus Service
Metro services need to remember that folks depend on them to get to and from work, school, for	
family care needs, cutting service and hours takes away from the folks who most need to use metro to	
make a living.	Rail Service
Driving is already cheaper, why bother at this point.	Miscellaneous
As someone who cannot drive for health reasons I don?t think eliminating bus routes are a good idea.	
People like me rely on public transportation for work.	Bus Service
Don?t get rid of any buses that we take I definitely suggest avoiding fare increases as much as possible. \$7.50 one way for a few mile ride is	Bus Service
exorbitantly high considering Metro is not a true passenger train like Amtrak. I'm sure people would	
rather have fewer trains than a 25% fare increase. I also suggest avoiding service cuts during morning	
rush hour, since at least on the orange and silver lines trains can already be very crowded. I like the	
idea of later service on the weekends, but it's already very sketchy and unsafe to take the metro after	
rush hour, and I know very few people who would choose to take it alone at 1am, so maybe an	
increased police presence who will actually do something could be beneficial.	Bus Service
I do not think it should increase the fares for trains and buses because there are people who need to	
get places, but are on a budget. And trains and buses should definitely not have reduced services	
because people need to get places, even late at night.	Operating Budget, Management and Spending
Increased metro rail and metro bus services are what has allowed me to live car-free in DC without losing my mind. I am willing to stomach higher fees, though I am aware others may not be easily able	
to afford them, but cutting service will certainly help to lose regional trust and ridership.	Bus Service
Need to address systemic issue of riders jumping through the fare gates and not paying fares. Wide	
spread issue not consistently enforced and negatively impacts revenue.	Fares/Fees/Parking
Having frequent service is CRUCIAL to being competitive with other modes for more complex trips. If	
every transfer adds, say, ten minutes, Metro is not worth taking.	Bus Service
Stop spending so much money on metro police and enhancements to fare gates. They don't matter,	
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to	
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please	
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements.	Operating Budget, Management and Spending
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them	Operating Budget, Management and Spending
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends?	
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them	Operating Budget, Management and Spending Bus Service
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay?	Operating Budget, Management and Spending Bus Service
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat	Operating Budget, Management and Spending Bus Service
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanged for our much smaller metro system to be so underfunded. Inflation has decimated people?s savings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor	Operating Budget, Management and Spending Bus Service
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanaged for our much smaller metro system to be so underfunded. Inflation has decimated people?s asvings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the	Operating Budget, Management and Spending Bus Service
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanaged for our much smaller metro system to be so underfunded. Inflation has decimated people?s savings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who live in cheaper, less popular neighborhoods. Make the city	Operating Budget, Management and Spending Bus Service
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these service? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanaged for our much smaller metro system to be so underfunded. Inflation has decimated people?s savings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who live in cheaper, less popular neighborhoods. Make the city raise taxes on rich people. Get Congress to hand you more money. We all have to make work in our	Operating Budget, Management and Spending Bus Service Service Levels
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanged for our much smaller metro system to be so underfunded. Inflation has decimated people?s savings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who live in cheaper, less popular neighborhoods. Make the city raise taxes on rich people. Get Congress to hand you more money. We all have to make m work in our lives with the little morey we have. Yall better do the same.	Operating Budget, Management and Spending Bus Service Service Levels Operating Budget, Management and Spending
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanaged for our much smaller metro system to be so underfunded. Inflation has decimated people?s avings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who live in cheaper, less popular neighborhoods. Make the city raise taxes on rich people. Get Congress to hand you more money. We all have to make	Operating Budget, Management and Spending Bus Service Service Levels
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanged for our much smaller metro system to be so underfunded. Inflation has decimated people?s savings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who live in cheaper, less popular neighborhoods. Make the city raise taxes on rich people. Get Congress to hand you more money. We all have to make work in our lives with the little morey we have. Yall better do the same.	Operating Budget, Management and Spending Bus Service Service Levels Operating Budget, Management and Spending
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanaged for our much smaller metro system to be so underfunded. Inflation has decimated people?s savings and wages are lower than ever. The people who like most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who live in cheaper, less popular neighborhoods. Make the city raise taxes on rich people. Get Congress to hand you more money. We all have to make work in our lives with the little money we have. Yall better do the same. Fare increases, while annoying, are better than service cuts. I use the 83/86 Metro Bus to commute to work on the weekends. The buses on this route already run	Operating Budget, Management and Spending Bus Service Service Levels Operating Budget, Management and Spending
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanaged for our much smaller metro system to be so underfunded. Inflation has decimated people? savings and wages are lower than ever. The people who like increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who live in cheaper, less popular neighborhoods. Make the city raise taxes on rich people. Get Congress to hand you more money. We all have to make	Operating Budget, Management and Spending Bus Service Service Levels Operating Budget, Management and Spending Bus Service Bus Service
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What 3 bout the people who work weekends? What? Sthe plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanged for our much smaller metro system to be so underfunded. Inflation has decimated people?s savings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who live in cheaper, less popular neighborhoods. Make the city raise taxes on rich people. Get Congress to hand you more money. We all have to make work in our lives with the little money we have. Yall better do the same. Fare increases, while annoying, are better than service cuts. I use the 33/86 Metro Bus to commute to work on the weekends. The buses on this route already run VERY infrequently on the weekends, as it is, and road improvements on Baltimore Ave often cause delays, already. I sincerely hope you will not cut weekend service nor weekday frequencies on these two routes, which service many Metro Bus dependent neighborhoods along their routes. Thank Youl Raise parking costs before fare increases	Operating Budget, Management and Spending Bus Service Service Levels Operating Budget, Management and Spending Bus Service Bus Service Bus Service Fares/Fees/Parking
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanaged for our much smaller metro system to be so underfunded. Inflation has decimated people?s savings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who live in cheaper, less popular neighborhoods. Make the city raise taxes on rich people. Get Congress to hand you more money. We all have to make work in our lives with the little money we have. Yall better do the same. Fare increases, while annoying, are better than service cuts. I use the 83/86 Metro Bus to commute to work on the weekends. The buses on this route already run VERV infrequently on the weekends, as it is, and road improvements on Baltimore Ave often cause delays, already. I sincerely hope you will not cut weekend service nor weekday frequencies on these two routes, which service many Metro Bus dependent neighborhoods along their routes. Thank You! Raise parking costs before fare increases I would like if the prices are kept at current rate	Operating Budget, Management and Spending Bus Service Service Levels Operating Budget, Management and Spending Bus Service Bus Service
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanaged for our much smaller metro system to be so underfunded. Inflation has decimated people?s avings and wages are lower than ever. The people who live in cheaper, less popular neighborhoods. Make the city raise taxes on rich people. Get Congress to hand you more money. We all have to make the city raise taxes on rich people. Set to the same. Fare increases, while annoying, are better than service cuts. I use the 83/86 Metro Bus to commute to work on the weekends. The buses on this route already run VERY infrequently on the weekends, as it is, and road improvements on Baltimore Ave often cause delays, already. I sincerely hope you will not cut weekend service nor weekday frequencies on these two routes, which service many Metro Bus dependent neighborhoods along their routes. Thank You! Raise parking costs before fare increases I would like if the prices are kept at current rate Efforts to reduce fare evasion are greatly appreciated. It is shocking how much evasion there is,	Operating Budget, Management and Spending Bus Service Service Levels Operating Budget, Management and Spending Bus Service Bus Service Bus Service Fares/Fees/Parking
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanaged for our much smaller metro system to be so underfunded. Inflation has decimated people? savings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who live in cheaper, less popular neighborhoods. Make the city raise taxes on rich people. Get Congress to hand you more money. We all have to make lives with the little money we have. Yall better do the same. Fare increases, while annoying, are better than service cuts. I use the 83/86 Metro Bus to commute to work on the weekends. The buses on this route already run VERY infrequently on the weekends, as it is, and road improvements on Baltimore Ave often cause telays, already. I sincerely hope you will not cut weekend service nor weekday frequencies on these two routes, which service many Metro Bus dependent neighborhoods along their routes. Thank You! Raise parking costs before fare increases I would like if the prices are kept at current rate Efforts to reduce fare exision are greatly appreciated. It is shocking how much evasion there is, especially by young	Operating Budget, Management and Spending Bus Service Service Levels Operating Budget, Management and Spending Bus Service Bus Service Bus Service Fares/Fees/Parking
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanged for our much smaller metro system to be so underfunded. Inflation has decimated people?s savings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who live in cheaper, less popular neighborhoods. Make the city raise taxes on rich people. Get Congress to hand you more mone. We all have to make the city use the 83/86 Metro Bus to commute to work on the weekends. The buses on this route already run VERY infrequently on the weekends, as it is, and road improvements on Baltimore Ave often cause delays, already. I sincerely hope you will not cut weekend service nor weekady frequencies on these two routes, which service many detore fare increases. I would like if the prices are kept at current rate Efforts to reduce fare evasion are greatly appreciated. It is shocking how much evasion there is, especially by young children forced to hog gates by guardians. As a cyclist, I often have to use the accessible gate to fit with my bike, but these are the gates that are most often hopped, which causes	Operating Budget, Management and Spending Bus Service Service Levels Operating Budget, Management and Spending Bus Service Bus Service Bus Service Fares/Fees/Parking
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanged for our much smaller metro system to be so underfunded. Inflation has decimated people?s savings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who live in cheaper, less popular neighborhoods. Make the city raise taxes on rich people. Get Congress to hand you more money. We all have to make work in our lives with the little money we have. Yall better do the same. Fare increases, while annoying, are better than service cuts. I use the 83/86 Metro Bus to commute to work on the weekends. The buses on this route already run VERV infrequently on the weekends, as it is, and road improvements on Baltimore Ave often cause delays, already. I sincerely hope you will not cut weekend service nor weekday frequencies on these two routes, which service many Metro Bus dependent neighborhoods along their routes. Thank You! Raise parking costs before fare increases I would like if the prices are kept at current rate Efforts to reduce fare evasion are greatly appreciated. It is shocking how much eva	Operating Budget, Management and Spending Bus Service Service Levels Operating Budget, Management and Spending Bus Service Bus Service Bus Service Fares/Fees/Parking
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanaged for our much smaller metro system to be so underfunded. Inflation has decimated people?s savings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who live in cheaper, less popular neighborhoods. Make the city raise taxes on rich people. Get Congress to hand you more money. We all have to make work in our lives with the little money we have. Yall better do the same. Fare increases, while annoying, are better than service cuts. I use the 83/86 Metro Bus to commute to work on the weekends. The buses on this route already run VERY infrequently on the weekends, as it is, and road improvements on Baltimore Ave often cause delays, already. I sincerely hope you will not cut weekend service nor weekday frequencies on these two routes, which service many Metro Bus dependent neighborhoods along their routes. Thank You! Raise parking costs before fare increases I would like if the prices are kept at current rate Efforts to reduce fare evasion are greatly appreciated. It is shocking how much ev	Operating Budget, Management and Spending Bus Service Service Levels Operating Budget, Management and Spending Bus Service Bus Service Bus Service Fares/Fees/Parking
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanaged for our much smaller metro system to be so underfunded. Inflation has decimated people?savings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who live in cheaper, less popular neighborhoods. Make the city raise taxes on rich people. Get Congress to hand you more money. We all have to make the city raise taxes on such such as to commute to work on the weekends. The buses on this route already run VERY infrequently on the weekends, as it is, and road improvements on Baltimore Ave often cause delays, already. I sincerely hope you will not cut weekend service nor weekday frequencies on these two routes, which service many Metro Bus dependent neighborhoods along their routes. Thank You! Raise parking costs before fare increases I would like if the prices are kept at current rate Efforts to reduce fare evasion are greatly appreciated. It is shocking how much evasion there is, especially by young children forced to hop gates by guardians. As a cyclist, I often have to use the accessible gate to fit with my bi	Operating Budget, Management and Spending Bus Service Service Levels Operating Budget, Management and Spending Bus Service Bus Service Bus Service Fares/Fees/Parking
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanaged for our much smaller metro system to be so underfunded. Inflation has decimated people?s savings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who live in cheaper, less popular neighborhoods. Make the city raise taxes on rich people. Get Congress to hand you more money. We all have to make work in our lives with the little money we have. Yall better do the same. Fare increases, while annoying, are better than service cuts. I use the 32.66 Metro Bus to commute to work on the weekends. The buses on this route already run VERY infrequently on the weekends, as it is, and road improvements on Baltimore Ave often cause delays, already. I sincerely hope you will not cut weekend service nor weekday frequencies on these two routes, which service many Metro Bus dependent neighborhoods along their routes. Thank You! Raise parking costs before fare increases by guardians. As a cyclist, I often have to use the accessible gate to fit with my bike, but these are the gates that are most often hopped, which causes dam	Operating Budget, Management and Spending Bus Service Service Levels Operating Budget, Management and Spending Bus Service Bus Service Bus Service Fares/Fees/Parking
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanaged for our much smaller metro system to be so underfunded. Inflation has decimated people?s avings and wages are lower than ever. The people who live in cheaper, less popular neighborhoods. Make the city raise taxes on rich people. Get Congress to hand you more money. We all have to make the city raise taxes on rich people. Get Congress to hand you more money. We all have to make the city raise taxes on rich people. We all better do the same. Fare increases, while annoying, are better than service cuts. I use the 83/86 Metro Bus to commute to work on the weekends. The buses on this route already run VERY infrequently on the weekends, as it is, and road improvements on Baltimore Ave often cause delays, already. I sincerely hope you will not cut weekend service nor weekday frequencies on these two routes, which service many Metro Bus dependent neighborhoods along their routes. Thank You! Raise parking costs before fare increases I would like if the prices are kept at current rate Efforts to reduce fare evasion are greatly appreciated. It is shocking how much evasion there is, especially by young children forced to hop gates by guardians. As a cyclist, I often have to use the accessible gate to fit with my bike, but	Operating Budget, Management and Spending Bus Service Service Levels Operating Budget, Management and Spending Bus Service Bus Service Bus Service Fares/Fees/Parking
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanaged for our much smaller metro system to be so underfunded. Inflation has decimated people?s savings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who live in cheaper, less popular neighborhoods. Make the city raise taxes on rich people. Get Congress to hand you more money. We all have to make the city urus with the little money we have. Yall better do the same. Fare increases, while annoying, are better than service cuts. I use the 83/86 Metro Bus to commute to work on the weekends. The buses on this route already run VCRY infrequently on the weekends, as it is, and road improvements on Baltimore Ave often cause delays, already. I sincerely hope you will not cut weekend service nor weekday frequencies on these two routes, which service many Metro Bus dependent neighborhoods along their routes. Thank You! Easise parking costs before fare increases. I would be worth puse by guardians. As a cyclist, I often have to use the accessible gate to fit with my bike, but these are the gates that are most often hopp	Operating Budget, Management and Spending Bus Service Operating Budget, Management and Spending Bus Service Bus Service Fares/Fees/Parking Miscellaneous
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanged for our much smaller metro system to be so underfunded. Inflation has decimated people?s savings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who live in cheaper, less popular neighborhoods. Make the city laise taxes on rich people. Get Congress to hand you more money. We all have to make the city unives with the little money we have. Yall better do the same. Fare increases, while annoying, are better than service cuts. I use the 83/86 Metro Bus to commute to work on the weekends. The buses on this route already run VERV infrequently on the weekends, as it is, and road improvements on Baltimore Ave often cause delays, already. I sincerely hope you will not cut weekend service nor weekady frequencies on these two routes, which service many Metro Bus dependent neighborhoods along their routes. Thank You! Raise parking costs before fare increases I would like if the prices are kept at current rate Efforts to reduce fare evasion are greatly appreciated. It is shocking how much evasion there is, especialll	Operating Budget, Management and Spending Bus Service Operating Budget, Management and Spending Bus Service Bus Service Fares/Fees/Parking Miscellaneous Bus Service Bus Service
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanaged for our much smaller metro system to be so underfunded. Inflation has decimated people?s avings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who live in cheaper, less popular neighborhoods. Make the city raise taxes on rich people. Get Congress to hand you more money. We all have to make the city infrequently on the weekends, as it is, and road improvements on Baltimore Ave often cause delays, already. I sincerely hope you will not cut weekend service nor weekday frequencies on these two routes, which service many Metro Bus dependent neighborhoods along their routes. Thank You! Raise parking costs before fare increases I would like if the prices are kept at current rate Efforts to reduce fare evasion are greatly appreciated. It is shocking how much evasion there is, especially day young children forced to hop gates by guardians. As a cyclist, I often have to use the accessible gate to fit with my bike, but these are the gates that are most often hopped, which causes damage and issues. I am lucky to b	Operating Budget, Management and Spending Bus Service Operating Budget, Management and Spending Bus Service Bus Service Fares/Fees/Parking Miscellaneous
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanaged for our much smaller metro system to be so underfunded. Inflation has decimated people?s savings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who live in cheaper, less popular neighborhoods. Make the city raise taxes on rich people. Get Congress to hand you more money. We all have to make were in our lives with the little money we have. Yall better do the same. Fare increases, while annoying, are better than service cuts. I use the 33/86 Metro Bus to commute to work on the weekends. The buses on this route already run VERY infrequently on the weekends, as it is, and road improvements on Baltimore Ave often cause delays, already. I sincerely hope you will not cut weekend service nor weekday frequencies on these two routes, which service many Metro Bus dependent neighborhoods along their routes. Thank You! Raise parking costs before fare increases I would like if the prices are kept at current rate Efforts to reduce fare evasion are greatly appreciated. It is shocking how much evasion there is, eespeci	Operating Budget, Management and Spending Bus Service Operating Budget, Management and Spending Bus Service Bus Service Fares/Fees/Parking Miscellaneous Bus Service Bus Service
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribyl mismanaged for our much smaller metro system to be so underfunded. Inflation has decimated people?s savings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who une one money. We all have to make work in our lives with the little money we have. Yall better do the same. Fare increases, while annoying, are better than service cuts. I use the 83/86 Metro Bus to commute to work on the weekends. The buses on this route already run VERV infrequently on the weekend as, as it is, and road improvements on Baltimore Ave often cause delays, already. I sincerely hope you will not cut weekend service nor weekady frequencies on these two routes, which service many Metro Bus dependent neighborhoods along their routes. Thank You! Raise parking costs before fare increases I would like if the prices are kept at current rate Efforts to reduce fare evasion are greatly appreciated. It is shocking how much evasion there is, especially by young children forced to hop gates by guardians. As a cyclist, I often have to use the accessibe gat	Operating Budget, Management and Spending Bus Service Operating Budget, Management and Spending Bus Service Bus Service Fares/Fees/Parking Miscellaneous Bus Service Bus Service
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanged for our much smaller metro system to be so underfunded. Inflation has decimated people?s savings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who live in cheaper, less popular neighborhoods. Make the city raise taxes on rich people. Get Congress to hand you more money. We all have to make the city raise taxes on rich people. We have. Yall better do the same. Fare increases, while annoying, are better than service cuts. I use the 83/86 Metro Bus to commute to work on the weekends. The buses on this route already run VERV infrequently on the weekends as it is, and road improvements on Baltimore Ave often cause delays, already. I sincerely hope you will not cut weekend service nor weekaly frequencies on these two routes, which service many Metro Bus dependent neighborhoods along their routes. Thank You! Raise parking costs before fare increases I turrent rate Efforts to reduce fare evasion are greatly appreciated. It is shocking how much evasion there is, eespecially by young children forced to hop gates	Operating Budget, Management and Spending Bus Service Operating Budget, Management and Spending Bus Service Bus Service Fares/Fees/Parking Miscellaneous Bus Service Bus Service
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribyl mismanaged for our much smaller metro system to be so underfunded. Inflation has decimated people?s savings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who une one money. We all have to make work in our lives with the little money we have. Yall better do the same. Fare increases, while annoying, are better than service cuts. I use the 83/86 Metro Bus to commute to work on the weekends. The buses on this route already run VERV infrequently on the weekend as, as it is, and road improvements on Baltimore Ave often cause delays, already. I sincerely hope you will not cut weekend service nor weekady frequencies on these two routes, which service many Metro Bus dependent neighborhoods along their routes. Thank You! Raise parking costs before fare increases I would like if the prices are kept at current rate Efforts to reduce fare evasion are greatly appreciated. It is shocking how much evasion there is, especially by young children forced to hop gates by guardians. As a cyclist, I often have to use the accessibe gat	Operating Budget, Management and Spending Bus Service Operating Budget, Management and Spending Bus Service Bus Service Fares/Fees/Parking Miscellaneous Bus Service Bus Service
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What 3 bout the people who work weekends? What? Sthe plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanaged for our much smaller metro system to be so underfunded. Inflation has decimated people?s savings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who live in cheaper, less popular neighborhoods. Make the city raise taxes on rich people. Get Congress to hand you more money. We all have to make work in our lives with the little money we have. Yall better do the same. Fare increases, while annoying, are better than service cuts. I use the 32/86 Metro Bus to commute to work on the weekends. The buses on this route already run VERY infrequently on the weekends, as it is, and road improvements on Baltimore Ave often cause delays, already. I sincerely hope you will not cut weekend service no weekday frequencies on these two routes, which service many Metro Bus dependent neighborhoods along their routes. Thank Youl Raise parking costs before fare increases are the gates that are most often hopped, which causes damage and issues. I am lucky to be able to lift my bike and use other pates, but people are making ac	Operating Budget, Management and Spending Bus Service Operating Budget, Management and Spending Bus Service Bus Service Fares/Fees/Parking Miscellaneous Bus Service Bus Service
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these service? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanaged for our much smaller metro system to be so underfunded. Inflation has decimated people?s savings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who live in cheaper, less popular neighborhoods. Make the city raise taxes on rich people. Get Congress to hand you more money. We all have to make the orgen vince wether 0 and 0 a more money. We all have to make the aready run VERY infrequently on the weekends, as it is, and road improvements on Baltimore Ave often cause delays, already. I sincerely hope you will not cut weekend service nor weekday frequencies on these two routes, which service many Metro Bus dependent neighborhoods along their routes. Thank You! Raise parking costs before fare increases I would like if the prices are kept at current rate Efforts to reduce fare evasion are greatly appreciated. It is shocking how much evasion there is, especially by young children forced to hop gates by guardians. As a cyclist, I often have to use the accessible gate to fit with my bike, but these are the gates	Operating Budget, Management and Spending Bus Service Operating Budget, Management and Spending Bus Service Bus Service Fares/Fees/Parking Miscellaneous Bus Service Bus Service
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What2s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanaged for our much smaller metro system to be so underfunded. Inflation has decimated people? Savings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who live in cheaper, less popular neighborhoods. Make the city raise taxes on rich people. Get Congress to hand you more money. We all have to make frequention work in our lives with the little money we have. Yall better do the same. Fare increases, while annoying, are better than service cuts. I use the 83/86 Metro Bus to commute to work on the weekends. The buses on this route already run VERY infrequently on the weekends, as it is, and road improvements on Baltimore Ave often cause delays, already. I sincerely hope you will not cut weekend service nor weekday frequencies on these two ordex, which service many Metro Bus dependent neighborhoods along their routes. Thank You! Raise parking costs before fare increases I would like if the prices are kept at current rate Efforts to reduce fare evasion are greatly appreciated. It is shocking how much evasion there i	Operating Budget, Management and Spending Bus Service Operating Budget, Management and Spending Bus Service Bus Service Fares/Fees/Parking Miscellaneous Bus Service Bus Service
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What?s the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanaged for our much smaller metro system to be so underfunded. Inflation has decimated people's savings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who live in cheaper, less poular neighborhoods. Make the city raise taxes on rich people. Get Congress to hand you more money. We all have to make for cause delays, already. I sincerely hope you will not cut weekends. The buses on this route already run VERY infrequently on the weekends, as it is, and road improvements on Baltimore Ave often cause delays, already. I sincerely hope you will not cut weekend service nor weekday frequencies on these two routes, which service many Metro Bus dependent neighborhoods along their routes. Thank Youl Raise parking costs before fare increases are the gates that are most often hopped, which auses damage and issues. I an lucky to be able to lift my bike and use othen hopped, which auses damage and issues. Thu Lucky to be able to lift will bike and use othen hoped, which causes damage and issues. Tan Lucky to be able to lift	Operating Budget, Management and Spending Bus Service Operating Budget, Management and Spending Bus Service Bus Service Fares/Fees/Parking Miscellaneous Bus Service Bus Service
Stop spending so much money on metro police and enhancements to fare gates. They don't matter, metro is safe enough without police actively patrolling, people who jump the fare gates aren't going to pay anyways so why spend money preventing them. Regular, reliable service is what matters. Please prioritize regular reliable service over cosmetic enhancements. Too many people rely on public transportation for you all to want to cut bus lines and eliminate them on the weekends. What about the people who work weekends? What2's the plan for those who avoid paying for these services? Do you only penalise users who pay? There definitely have to be more options than reduce service or increase fares. New York charges a flat rate of like \$2.50 for the subway and it?s open 24/7. Something is being horribly mismanaged for our much smaller metro system to be so underfunded. Inflation has decimated people? Savings and wages are lower than ever. The people who will be most affected by service cuts and fare increases are poor with little alternative options. Any fare increases are a shakedown of the most vulnerable people in the city. Any service cuts will strand people who live in cheaper, less popular neighborhoods. Make the city raise taxes on rich people. Get Congress to hand you more money. We all have to make for our lives with the little money we have. Yall better do the same. Fare increases, while anoying, are better than service cuts. I use the 83/86 Metro Bus to commute to work on the weekends. The buses on this route already run VERY infrequently on the weekends, as it is, and road improvements on Baltimore Ave often cause delays, already. I sincerely hope you will not cut weekend service nor weekday frequencies on these two routes, which service many Metro Bus dependent neighborhoods along their routes. Thank You Raise parking costs before fare increases I would like if the prices are kept at current rate Efforts to reduce fare exaison are greatly appreciated. It is shocking how much evasion there is, especially by	Operating Budget, Management and Spending Bus Service Operating Budget, Management and Spending Bus Service Bus Service Fares/Fees/Parking Miscellaneous Bus Service Bus Service

Commonly	Colorem.
Comment Why doesn't the person in the metro booth speak Spanish?	Category Rail Service
	Kall Service Fares/Fees/Parking
Send me pre paid metro cards if fare is increasing I berly can make it to work C21, C22, C26 are only buses that run on the route they run on. There are no transfers along the route	i or caji coaji di Nilig
except metro stations.	Bus Service
I believe the Metro system is of critical benefit to those of the DMV's area who are most at risk.	
Decreasing service reduces the number of people able to use the service. Increasing fares means at risk	
populations may not be able to afford the service, again reducing who utilizes the service. I don't see	
how changing the availability or cost to these populations will increase those utilizing the service. Taxes	
or adjustments to those who might be more able to pay in other areas makes more sense to promoting	
this vital service in the DMV area.	Fares/Fees/Parking
Please leave the metro fares the way they are now	Fares/Fees/Parking
Things are fine just as they are; there shouldn't be any changes. I support raising fares to maintain level of service.	Miscellaneous Fares/Fees/Parking
I like many metro users pay our fare's rightfully when we pass through the gates. But, there are many	raies/rees/raiking
more who don't pay and we who pay, have to witness the act of people not paying their fares, but still	
get the benefits of using the metrorail. How can we who pay our fares be punished for WMATA's	
shortfall in budget all the while other's who don't pay are not impeded on? If fares go up from what it	
is today, people like me may wonder, why should I pay extra to use metrorail when there are other's	
who don't pay at all?	Operating Budget, Management and Spending
Eliminating Friday and Saturday night service and decreasing rush hour frequency would severely	
decrease overall ridership. If the metro is not seen as a reliable, easy, and quick mode of transport	
people will default to rideshare or other services. Similarly, raising prices too much will have the same outcome. An uber from Arlington to DC is on average \$20-30 and fits 4 people for \$5-8 per person,	
keeping rates below this especially in the evenings is important. Late night Ubers from DC back to	
Arlington are \$50+ so increasing service after 12 should attract many riders.	Bus Service
I want a system with better headways and late night service.	Bus Service
I think keeping increased service (8 minutes or better on metrorail, 15 minutes or better on metrobus)	
are the most critical aspect to continuing to grow ridership	Bus Service
Metro is a necessary service to the DMV area. The service should be as frequent as possible while still	
maintaining a low fare such that the system remains affordable and accessible to as many people as	
possible. Achieving a source of dedicated funding should be the utmost priority going forward.	Capital Budget
It?s difficult to try and decide this. I?m in a position where I can afford to and prefer price increase over	
service cuts but know there are a lot of people who can?t afford the cents being added will ruin their entire budgets. I know you all have thought this over extensively, it?s just a very aggravating position	
the local governments have put all of us folks who us the metro in. Regardless, thank you for trying	
your best.	Operating Budget, Management and Spending
Public transportation isn't supposed to be a profit center, it's supposed to be a public service and it's	
integral to people who don't live in places where cars are feasible due to limited space. I would rather	
pay a little more than have people be stranded because service stops running, but this is something	
that should be getting solved at the government level with tax dollars, frankly, and there should be	
more encouragement for people to use the metro instead of driving by making stuff like parking	
overnight easier or more accessible instead of more expensive or more difficult. We *want* people	
taking the metro instead of driving drunk at night. We *want* people parking their car and knowing	
they can safely rely on public transit instead of clogging roads with more cars and the air with more	Ferra /Ferra /Derline
exaust, causing more road damage by wear, etc. Reducing bus routes, increasing fare prices, or closing stations more strongly impacts the DMV	Fares/Fees/Parking
population who are financially challenged, and increases the inequality in our community. This hurts	
those who need public transit the most.	Operating Budget, Management and Spending
They need to do more about the people who are not paying	Miscellaneous
I literally go two stops, Pentagon City to lenfant, and it costs me 2.25. It's ridiculous	Fares/Fees/Parking
Metro System is useful for those that don't have their own modes of transport. This also allows	
individuals to reduce their carbon footprint. If any, attempts should be made to improve and increase	
the service of metro rails and bus and not make these budget cuts	Operating Budget, Management and Spending
If fare increases were implemented, I would like to see increased support for low income residents as	
well to ensure that our most vulnerable populations still have reliable access to public transport	Fares/Fees/Parking
If you eliminate the D6 you are ruining my life. It?s how I get to both work and school. I can?t afford to buy a car and the nearest metro stop is a far walk for me. Stop prioritizing suburban commuters and	
prioritize the people who actually live in DC and form its tax base. If you eliminate the D6 I will commit	
a ritual form of self-immolation on a metro train.	Rail Service
I prefer increasing fares to increase revenue, rather than making cuts to service. I feel that will have an	
overall negative impact on ridership and further reduce revenue. I also feel WMATA needs to continue	
making progress on eliminating the fare evasion problem. It isn't fair that honest people are going to	
have to pay more of their hard earned money to offset the costs imposed by people who feel they	
should ride for free. Metro also needs to continue efforts to provide reduced fare programs for low	
income groups, seniors and students.	Fare Evasion/Safety/Crime
I would rather avoid service cuts especially in the hours of metro operation. The hours are already more	
limited than preferred, especially on the weekends, and that is the biggest deterrent for not taking the	
metro- the risk of it not being available for both legs of my trip due to restricted hours. A small increase in fare would be annoying, but I would still take the train. Cutting or limiting the service would	
guarantee I would use other methods of transport.	Bus Service
You all cannot get rid of K2 bus line, doing so would severely limit students, staff, and caregivers' ability	
to get to/from Capital City PCS to/from Ft. Totten or Takoma metro stations. Students and staff have	
enough to worry about, how they are going to get to work and school shouldn't be something they	
have to worry about	Bus Service
PLEASE - do not decrease or cancel any of the 42 or 43 buses! We live in a very busy neighborhood	
(Adams Morgan) & depend on these buses to get around. It was & is devastating ehen Metro stopped	
our 42 and 43 buses terminating Downtown at the Public Library!!!! I do not know one person who	
takes the 42 and/or 43 buses to the Kennedy Center.	Bus Service
I live in DC but do not work in another state, making less than DC minimum wage. I take the metro to work 4-5 times/week. If the metro rail prices increase and the services decrease, I will move out of DC.	
	Rail Service
Hurting the metro would almost ruin the city and would lose much economic stimulation	non service
Hurting the metro would almost ruin the city and would lose much economic stimulation. No cuts, no price increases, higher taxes.	Miscellaneous
Hurting the metro would almost ruin the city and would lose much economic stimulation. No cuts, no price increases, higher taxes. Metro must have adequate funding from all entities that benefit from it. We need more Metro, never	Miscellaneous
No cuts, no price increases, higher taxes.	Miscellaneous Capital Budget
No cuts, no price increases, higher taxes. Metro must have adequate funding from all entities that benefit from it. We need more Metro, never	
No cuts, no price increases, higher taxes. Metro must have adequate funding from all entities that benefit from it. We need more Metro, never less. Maryland, Virginia and DC all need to share the responsibility. the city has the funding but won't allocate it to the metro, where is it going?? policing budgets keep going up, but not transportation??	
No cuts, no price increases, higher taxes. Metro must have adequate funding from all entities that benefit from it. We need more Metro, never less. Maryland, Virginia and DC all need to share the responsibility. the city has the funding but won't allocate it to the metro, where is it going?? policing budgets keep going up, but not transportation?? I'm a heavy user of mass transit. Metro is used nor only for us but people coming here to visit DC. If you	Capital Budget
No cuts, no price increases, higher taxes. Metro must have adequate funding from all entities that benefit from it. We need more Metro, never less. Maryland, Virginia and DC all need to share the responsibility. the city has the funding but won't allocate it to the metro, where is it going?? policing budgets keep going up, but not transportation?? I'm a heavy user of mass transit. Metro is used nor only for us but people coming here to visit DC. If you cut down services, we may have to use ride sharing services. Now, not everyone has the budget to pay	Capital Budget
No cuts, no price increases, higher taxes. Metro must have adequate funding from all entities that benefit from it. We need more Metro, never less. Maryland, Virginia and DC all need to share the responsibility. the city has the funding but won't allocate it to the metro, where is it going?? policing budgets keep going up, but not transportation?? I'm a heavy user of mass transit. Metro is used nor only for us but people coming here to visit DC. If you cut down services, we may have to use ride sharing services. Now, not everyone has the budget to pay for that. To reduce the losses of fares from people not paying running through the gates, you should	Capital Budget Operating Budget, Management and Spending
No cuts, no price increases, higher taxes. Metro must have adequate funding from all entities that benefit from it. We need more Metro, never less. Maryland, Virginia and DC all need to share the responsibility. the city has the funding but won't allocate it to the metro, where is it going?? policing budgets keep going up, but not transportation?? I'm a heavy user of mass transit. Metro is used nor only for us but people coming here to visit DC. If you cut down services, we may have to use ride sharing services. Now, not everyone has the budget to pay	Capital Budget

Commont	Cabacama
Comment	Category
Don't increase fares. Don't cut service. Allocate more money to the budget. My taxes pay for freeway improvements, they can pay for better public transit as well. High fares are a regressive form of	
taxation that penalize poor people for not affording cars.	Operating Budget, Management and Spending
DC will die without a healthy metro. I take the metro almost every day to and from work. I do not work	
in DC, make less than DC minimum wage, and will move out if the Metrorail service decreases or if	
prices increase.	Rail Service
Why is metro only free for POCs?	Rail Service
Please raise fares and try to get Montgomery County to pay fares instead of that ridiculous pandemic-	
era free transit option for them. Stop running 8-car trains off-peak; that might save some money. Really	
rather pay \$2.25 or even \$2.50 one-way than service cuts. Some of us have no drivers' license and no	
cars and we depend on Metro. It's getting better; don't screw it up and don't provide so much service as you did prepandemic I would say.	Bus Service
The metro is essential to DC. Cops are not. Cut the police budget to fully fund the metro without	Bus service
increases in fares or decreases in service.	Operating Budget, Management and Spending
Many students like me and my friends that use the metro bus?s during school days but also on the	
weekend. If I where to lose this form of transportation it would decrease my use and other students	
use of metro bus?s due to lack of connectivity. Please let student be able to have transportation.	Bus Service
Either increase fares or parking but not both. The metro needs to keep drivers out of DC and making it	
far more expensive for a commuter to park and ride will encourage more people to just drive into the	
city and park, further deteriorating traffic and decreasing metro usage.	Fares/Fees/Parking
Please don't cut the 96 and the K2.	Bus Service
Dear Transportation Committee Chair and Members, My name is Julia Evans, and I am writing to you today to express my concern about WMATA?s proposed cut to the K2 bus line. I work at Capital City	
Public Charter School in Ward 4 (100 Peabody St. NW). We serve more than 1,000 students in PreK3-	
12th grade in one building. Families from every Ward in the city (with the majority in 1, 4, and 5) come	
to Capital City to seek out a high quality, rigorous education for their family. Many of our students, and	
even staff, rely on the K2 bus to get them to/from school as Capital City is a 20-30-min walk from the	
Ft. Totten or Takoma metro stations. They take the metro to Ft. Totten and then the K2 to get to	
Capital City, which is the only bus option from the metro. The K2 is actually the closest bus stop to our	
school building and is regularly packed with students, staff, and caregivers during the 8am-9am and	
3pm-4pm hours. The loss of the K2 bus line will have a significant negative impact on our community?s	
ability to get to/from school on time. Many of our high school students rely on the K2 to not only get	
home after school, but to get to their part-time jobs. I am concerned that WMATA has never reached	
out to school staff, students, or caregivers about the K2 line and the possibility of cutting that line. How	
can WMATA put the K2 on the chopping block without consulting those who use it the most? What	
alternatives has WMATA proposed to support the large number of students, staff, and caregivers that	
rely on the K2 to get to/from school? I hope that you will ask WMATA to keep the K2 line and question	
them about their reasoning for cutting the line without any outreach to the impacted communities, like	
ours. Thank you for taking into account our concern. Sincerely, Julia Evans Student at capital city	Miscellaneous
I would like bus fare to not increase.	Bus Service
I ride the k2 to school everyday and need this bus to get home too Alot of times I go to use my metrocard and it always sends me to see station manager and sometimes I	Bus Service
don?t have time to do it because the metro card is ether the magnetize or says that I use my	
MetroCard at another station that I never even was in	Rail Service
MetroCard at another station that I never even was in I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and	Rail Service
	Rail Service
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and	Rail Service
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to	Rail Service
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to	Rail Service
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit	
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it.	Bus Service
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare	Bus Service Fares/Fees/Parking
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME	Bus Service
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME I support a fare increase coupled with a reduction. Actually, I don't think the proposed fare increase is	Bus Service Fares/Fees/Parking
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME I support a fare increase coupled with a reduction. Actually, I don't think the proposed fare increase is adequate. I think all fares should rise by a \$1.00. I especially support closing metro stations and poorly	Bus Service Fares/Fees/Parking Miscellaneous
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME I support a fare increase sould rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long.	Bus Service Fares/Fees/Parking Miscellaneous Bus Service
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME I support a fare increase coupled with a reduction. Actually, I don't think the proposed fare increase is adequate. I think all fares should rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long. force the va governor to pull his weight in funding wmata	Bus Service Fares/Fees/Parking Miscellaneous Bus Service Capital Budget
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME I support a fare increase sould rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long.	Bus Service Fares/Fees/Parking Miscellaneous Bus Service
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME I support a fare increase coupled with a reduction. Actually, I don't think the proposed fare increase is adequate. I think all fares should rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long. I use the 29k/29n everyday	Bus Service Fares/Fees/Parking Miscellaneous Bus Service Capital Budget
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME I support a fare increase coupled with a reduction. Actually, I don't think the proposed fare increase is adequate. I think all fares should rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long. force the va governor to pull his weight in funding wmata I use the 29k/29n everyday I understand that this is a very difficult situation for Metro to have to work through. The world has	Bus Service Fares/Fees/Parking Miscellaneous Bus Service Capital Budget Miscellaneous
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME I support a fare increase could with a reduction. Actually, I don't think the proposed fare increase is adequate. I think all fares should rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long. force the va governor to pull his weight in funding wmata I use the 29k/29n everyday	Bus Service Fares/Fees/Parking Miscellaneous Bus Service Capital Budget Miscellaneous
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME I support a fare increase coupled with a reduction. Actually, I don't think the proposed fare increase is adequate. I think all fares should rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long. force the va governor to pull his weight in funding wmata I use the 29k/29n everyday I understand that this is a very difficult situation for Metro to have to work through. The world has changed drastically since Covid hit and continues to evolve quickly. Thanks for all the time and effort you are putting into thinking through how to best continue to provide transportation service to all of us who depend on it. Generally 1 think a mix of fare hikes that aren't so drastic that they put low income people in a tough spot and service cust that don't leave people who depend on the buseses in a	Bus Service Fares/Fees/Parking Miscellaneous Bus Service Capital Budget Miscellaneous
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME I support a fare increase to should rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long. force the vagovernor to pull his weight in funding wmata I use the 29k/29n everyday I understand that this is a very difficult situation for Metro to have to work through. The world has changed drastically since Covid hit and continues to evolve quickly. Thanks for all the time and effort you are putting into thinking through how to best continue to provide transportation service to all of us who depend on it. Generally I think a mix of fare hikes that aren'ts odrastic that they put low income people in a tough spot and service cuts that don't leave people who depend on the busses in a situation where they have to wait forever for a bus would be ideal if you can figure out the right	Bus Service Fares/Fees/Parking Miscellaneous Bus Service Capital Budget Miscellaneous
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME Isoport after in the same state of the proposed fare increase is adequate. I think all fares should rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long. force the va governor to pull his weight in funding wmata I use the 29k/29n everyday I understand that this is a very difficult situation for Metro to have to work through. The world has changed drastically since Covid hit and continues to evolve quickly. Thanks for all the time and effort you are putting into thinking through how to best continue to provide transportation service to all of us who depend on it. Generally I think a mix of fare hit leave people who depend on the busses in a stituation where they have to wait forever for a bus would be ideal if you can figure out the right balance/mix. Again, just want to acknowledge the touch spot you're in and thank you for helping to	Bus Service Fares/Fees/Parking Miscellaneous Bus Service Capital Budget Miscellaneous
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME I support a fare increase coupled with a reduction. Actually, I don't think the proposed fare increase is adequate. I think all fares should rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long. force the va governor to pull his weight in funding wmata I use the 29k/29n everyday I understand that this is a very difficult situation for Metro to have to work through. The world has changed drastically since Covid hit and continues to evolve quickly. Thanks for all the time and effort you are putting into thinking through how to best continue to provide transportation service to all of us who depend on it. Generally I think a mix of fare hikes that aren't so drastic that they put low income people in a tough spot and service cust that don't leave people who depend on the busses in a situation where they have to wait forever for a bus would be ideal if you can figure out the right balance/mix. Again, just want to acknowledge the touch spot you're in and thank you for helping to continue to make Washington a great city to live in.	Bus Service Fares/Fees/Parking Miscellaneous Bus Service Capital Budget Miscellaneous
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME I support a fare increase coupled with a reduction. Actually, I don't think the proposed fare increase is adequate. I think all fares should rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long. force the va governor to pull his weight in funding wmata I use the 29k/29n everyday I understand that this is a very difficult situation for Metro to have to work through. The world has changed drastically since Covid hit and continues to evolve quickly. Thanks for all the time and effort you are putting into thinking through how to best continue to provide transportation service to all of us who depend on it. Generally 1 think a mix of fare hikes that aren't so drastic that they put low income people in a tough spot and service cuts that don't leave people who depend on the busses in a situation where they have to wait forever for a bus would be ideal if you can figure out the right balance/mix. Again, just want to acknowledge the touch spot you're in and thank you for helping to continue to make Washington a great city to live in.	Bus Service Fares/Fees/Parking Miscellaneous Bus Service Capital Budget Miscellaneous
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME I support a fare increase coupled with a reduction. Actually, I don't think the proposed fare increase is adequate. I think all fares should rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long. force the va governor to pull his weight in funding wmata I use the 29k/29n everyday I understand that this is a very difficult situation for Metro to have to work through. The world has changed drastically since Covid hit and continues to evolve quickly. Thanks for all the time and effort you are putting into thinking through how to best continue to provide transportation service to all of us who depend on it. Generally I think a mix of fare hikes that aren't so drastic that they put low income people in a tough spot and service cuts that don't leave people who depend on the busses in a situation where they have to wait forever for a bus would be ideal if you can figure out the right balance/mix. Again, just want to acknowledge the touch spot you're in and thank you for helping to continue to make Washington a great city to live in.	Bus Service Fares/Fees/Parking Miscellaneous Bus Service Capital Budget Miscellaneous
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME I support a fare increase coupled with a reduction. Actually, I don't think the proposed fare increase is adequate. I think all fares should rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long. force the va governor to pull his weight in funding wmata I use the 29k/29m everyday I understand that this is a very difficult situation for Metro to have to work through. The world has changed drastically since Covid hit and continues to ervoive quickly. Thanks for all the time and effort you are putting into thinking through how to best continue to provide transportation service to all of us who depend on it. Generally 1 think a mix of fare hikes that aren't so drastic that they put low income people in a tough spot and service cuts that don't leave people who depend on the busses in a situation where they have to wait forever for a bus would be ideal if you can figure out the right balance/mix. Again, just want to acknowledge the touch spot you're in and thank you for helping to continue to make Washington a great city to live in.	Bus Service Fares/Fees/Parking Miscellaneous Bus Service Capital Budget Miscellaneous
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME I support a fare increase coupled with a reduction. Actually, I don't think the proposed fare increase is adequate. I think all fares should rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long. force the va governor to pull his weight in funding wmata Luse the 29k/29n everyday I understand that this is a very difficult situation for Metro to have to work through. The world has changed drastically since Covid hit and continues to evolve quickly. Thanks for all the time and effort you are putting into thinking through how to best continue to provide transportation service to all of us who depend on it. Generally I think a mix of fare hikes that aren'ts odrastic that they put low income people in a tough spot and service cuts that don't leave people who depend on the busses in a situation where they have to wait forever for a bus would be ideal if you can figure out the right balance/mix. Again, just want to acknowledge the touch spot you're in and thank you for helping to continue to make Washington a great city to live in. Running a transit system like a company is a mistake. Transit in a city like DC should be a public utility, bought and paid for by DC/MD/VA. Increas	Bus Service Fares/Fees/Parking Miscellaneous Bus Service Capital Budget Miscellaneous
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME I support a fare increase coupled with a reduction. Actually, I don't think the proposed fare increase is adequate. I think all fares should rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long. force the va governor to pull his weight in funding wmata I use the 29k/29n everyday U understand that this is a very difficult situation for Metro to have to work through. The world has changed drastically since Covid hit and continues to evolve quickly. Thanks for all the time and effort you are putting into thinking through how to best continue to provide transportation service to all of us who depend on it. Generally 1 think a mix of fare hikes that aren't so drastic that they put low income people in a tough spot and service cuts that don't leave people who depend on the busses in a situation where they have to wait forever for a bus would be ideal if you can figure out heright balance/mix. Again, just want to acknowledge the touch spot you're in and thank you for helping to continue to make Washington a great city to live in. Running a transit system like a company is a mistake. Transit in a city like DC should be a public utility, bought and paid for by DC/MD/VA. Increase	Bus Service Fares/Fees/Parking Miscellaneous Bus Service Capital Budget Miscellaneous
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME auguate. I think all fares should rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long. force the va governor to pull his weight in funding wmata Luse the 29k/29n everyday I understand that this is a very difficult situation for Metro to have to work through. The world has changed drastically since Covid hit and continue to provide transportation service to all of us who depend on it. Generally I think a mix of fare hikes that aren't so drastic that they put low income people in a tough spot and service cuts that don't leave people who depend on the buses in a situation where they have to wait forever for a bus would be ideal if you can figure out the right balance/mix. Again, just want to acknowledge the touch spot you're in and thank you for helping to continue to make Washington a great city to live in. Running a transit system like a company is a mistake. Transit in a city like DC should be a public utility, bought and paid for by DC/MD/VA. Increased fare prices increase the cost of living in an already absurdly expensive city, and offload the burden of a functional transit system onto the people who live here, rather than the policymakers responsible	Bus Service Fares/Fees/Parking Miscellaneous Bus Service Capital Budget Miscellaneous
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME I support a fare increase coupled with a reduction. Actually, I don't think the proposed fare increase is adequate. I think all fares should rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long. force the va governor to pull his weight in funding wmata I use the 29/k/29n everyday I understand that this is a very difficult situation for Metro to have to work through. The world has changed drastically since Covid hit and continues to evolve quickly. Thanks for all the time and effort you are putting into thinking through how to best continue to provide transportation service to all of us who depend on it. Generally I think a mix of fare hikes that aren't so drastic that they put low income people in a tough spot and service cuts that don't leave people who depend on the busses in a situation where they have to wait forever for a bus would be ideal if you can figure out the right balance/mix, Ragain, just want to acknowledge the touch spot you're in and thank you for helping to continue to make Washington a great city to live in. Running a transit system like a company is a mistake. Transit in a city like DC should be a public utility, bought and paid for by DC/MD/VA. Incr	Bus Service Fares/Fees/Parking Miscellaneous Bus Service Capital Budget Miscellaneous
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare increase coupled with a reduction. Actually, I don't think the proposed fare increase is adequate. I think all fares should rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long. force the va governor to pull his weight in funding wmata I use the 29k/29n everyday I understand that this is a very difficult situation for Metro to have to work through. The world has changed drastically since Covid hit and continues to evolve quickly. Thanks for all the time and effort you are putting into thinking through how to best continue to provide transportation service to all of us who depend on it. Generally I think a mix of fare hikes that aren't so drastic that they put low income people in a tough spot and service cuts that don't leave people who depend on the busses in a situation where they have to wait forever for a bus would be ideal if you can figure out the right balance/mix. Again, just want to acknowledge the touch spot you're in and thank you for helping to continue to provide transit system Nike a company is a mistake. Transit in a city like DC should be a public utility, absurd for by DC/MD/VA. Increased fare prices increase the cost of living in an already absurdly expensive city, and of	Bus Service Fares/Fees/Parking Miscellaneous Bus Service Capital Budget Miscellaneous
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME I support a fare increase coupled with a reduction. Actually, I don't think the proposed fare increase is adequate. I think all fares should rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long. force the va governor to pull his weight in funding wmata I use the 22K/29n everyday I understand that this is a very difficult situation for Metro to have to work through. The world has changed drastically since Covid hit and continues to evolve quickly. Thanks for all the time and effort you are putting into thinking through how to best continue to provide transportation service to all of us who depend on it. Generally I think a mix of fare hiles that aren't so drastic that they put low income people in a tough spot and service cuts that don't leave people who depend on the busses in a situation where they have to wait forever for a bus would be ideal if you can figure out the right balance/mix. Again, just want to acknowledge the touch spot you're in and thank you for helping to continue to make Washington a great city to live in. Running a transit system like a company is a mistake. Transit in a city like DC should be a public utility, bought and paid for by DC/MD/VA. In	Bus Service Fares/Fees/Parking Miscellaneous Bus Service Capital Budget Miscellaneous Operating Budget, Management and Spending Miscellaneous
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME I support a fare increase coupled with a reduction. Actually, I don't think the proposed fare increase is adequate. I think all fares should rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long. force the va governor to pull his weight in funding wmata I use the 29k/29n everyday I understand that this is a very difficult situation for Metro to have to work through. The world has changed drastically since Covid hit and continues to evolve quickly. Thanks for all the time and effort you are putting into thinking through how to best continue to provide transportation service to all of us who depend on it. Generally I think a mix of fare hikes that aren't so drastic that they put low income people in a tough spot and service cuts that don't leave people who depend on the busses in a situation where they have to wait forever for a bus would be ideal if you can figure out the right balance/mix. Again, just want to acknowledge the touch spot you're in and thank you for helping to continue to make Washington a great city to live in. Running a transit system like a company is a mistake. Transit in a city like DC should be a public utility, bought and paid for by DC/MD/VA. Increa	Bus Service Fares/Fees/Parking Miscellaneous Bus Service Capital Budget Miscellaneous Bus Service Operating Budget, Management and Spending
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME adequate. I think all fares should rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long. force the va governor to pull his weight in funding wmata I use the 29k/29n everyday I understand that this is a very difficult situation for Metro to have to work through. The world has changed drastically since Covid hit and continues to evolve quickly. Thanks for all the time and effort you are putting into thinking through how to best continue to provide transportation service to all of us who depend on it. Generally I think a mix of fare hikes that aren't so drastic that they put low income people in a tough spot and service cuts that don't leave people who depend on the busses in a situation where they have to wait forever for a bus would be ideal if you can figure out the right balance/mix. Again, just want to acknowledge the touch spot you're in and thank you for helping to continue to make Washington a great city to live in. Running a transit system like a company is a mistake. Transit in a city like DC should be a public utility, bought and paid for by DC/MD/VA. Increased fare prices increase the cost of living in an already absurdly expensive city, and offf	Bus Service Fares/Fees/Parking Miscellaneous Bus Service Capital Budget Miscellaneous Operating Budget, Management and Spending Miscellaneous
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME I support a fare increase coupled with a reduction. Actually, I don't think the proposed fare increase is adequate. I think all fares should rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long. force the va governor to pull his weight in funding wmata I use the 23/k2/9n everyday. I understand that this is a very difficult situation for Metro to have to work through. The world has changed drastically since Covid hit and continues to evolve quickly. Thanks for all the time and effort you are putting into thinking through how to best continue to provide transportation service to all of us who depend on it. Generally I think a mix of fare hikes that aren't so drastic that they put low income people in a tough spot and service cuts that don't leave people who depend on the busses in a situation where they have to wait forever for a bus would be ideal if you can figure out the right balance/mix, kagain, just want to acknowledge the touch spot you're in and thank you for helping to continue to make Washington a great city to live in. Running a transit system like a company is a mistake. Transit in a city like DC should be a public utility, bought and paid for by DC/MD/VA. Inc	Bus Service Fares/Fees/Parking Miscellaneous Bus Service Capital Budget Miscellaneous Bus Service Operating Budget, Management and Spending Miscellaneous Service Levels
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME I support a fare increase coupled with a reduction. Actually, I don't think the proposed fare increase is a dequate. I think all fares should rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long. force the va governor to pull his weight in funding wmata I use the 29k/29n everyday I understand that this is a very difficult situation for Metro to have to work through. The world has changed drastically since Covid hit and continues to evolve quickly. Thanks for all the time and effort you are putting into thinking through how to best continue to provide transportation service to all of us who depend on it. Generally I think a mix of fare hikes that aren'ts our afigure out the right balance/mix. Again, just want to acknowledge the touch spot you're in and thank you for helping to continue to make Washington a great city to live in. Running a transit system like a company is a mistake. Transit in a city like DC should be a public utility, bought and paid for by DC/MD/VA. Increased fare prices increase the cost of living in an already absurdly expensive city, and offload the burden of a functional transit system onto the people who live here, rather than the policymakers res	Bus Service Fares/Fees/Parking Miscellaneous Bus Service Capital Budget Miscellaneous Bus Service Operating Budget, Management and Spending Miscellaneous Service Levels
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME I support a fare increase to by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long. force the va governor to pull his weight in funding wmata I use the 29k/29n everyday I understand that this is a very difficult situation for Metro to have to work through. The world has changed drastically since Covid hit and continues to evolve quickly. Thanks for all the time and effort you are putting into thinking through how to best continue to provide transportation service to all of us who depend on it. Generally I think a mix of fare hikes that aren't so drastic that they put low income people in a tough spot and service cuts that don't leave people who depend on the busses in a situation where they have to wait forever for a bus would be ideal if you can figure out the right balance/mix. Again, just want to acknowledge the touch spot you're in and thank you for helping to continue to make Washington a great city to live in. Running a transit system like a company is a mistake. Transit in a city like DC should be a public utility, bought and paid for by DC/MD/VA. Increased fare prices increase the cost of living in an already absurdly expensive city, and offload the burden of a functi	Bus Service Fares/Fees/Parking Miscellaneous Bus Service Capital Budget Miscellaneous Bus Service Operating Budget, Management and Spending Miscellaneous Service Levels
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME I support a fare increase coupled with a reduction. Actually, I don't think the proposed fare increase is a dequate. I think all fares should rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long. force the va governor to pull his weight in funding wmata I use the 23K/29n everyday. I understand that this is a very difficult situation for Metro to have to work through. The world has changed drastically since Covid hit and continues to evolve quickly. Thanks for all the time and effort you are putting into thinking through how to best continue to provide transportation service to all of us who depend on it. Generally I think a mix of fare hikes that aren'ts od rastic that they put low income people in a tough spot and service cuts that don't leave people who depend on the busses in a situation where they have to wait forever for a bus would be ideal if you can figure out the right balance/mix. Again, just want to acknowledge the touch spot you're in and thank you for helping to continue to make Washington a great city to live in. Running a transit system like a company is a mistake. Transit in a city like DC should be a public utility, bought and paid for by DC/MD/VA. I	Bus Service Fares/Fees/Parking Miscellaneous Bus Service Capital Budget Miscellaneous Bus Service Operating Budget, Management and Spending Miscellaneous Service Service Levels Bus Service
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME I support a fare increase coupled with a reduction. Actually, I don't think the proposed fare increase is adequate. I think all fares should rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long. force the va governor to pull his weight in funding wmata I use the 29k/29n everyday I understand that this is a very difficult situation for Metro to have to work through. The world has changed drastically since Covid hit and continues to evolve quickly. Thanks for all the time and effort you are putting into thinking through how to best continue to provide transportation service to all of us who depend on it. Generally I think a mix of fare hikes that aren'ts od rastic that they put low income people in a tough spot and service cuts that don't leave people who depend on the busses in a situation where they have to wait forever for a bus would be ideal if you can figure out the right balance/mix. Again, just want to acknowledge the touch spot you're in and thank you for helping to continue to make Washington a great city to live in. Running a transit system like a company is a mistake. Transit in a city like DC should be a public utility, bought and paid for by DC/MD/VA. Incre	Bus Service Fares/Fees/Parking Miscellaneous Bus Service Capital Budget Miscellaneous Bus Service Operating Budget, Management and Spending Miscellaneous Service Bus Service Bus Service Bus Service Bus Service
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME I support a fare increase coupled with a reduction. Actually, I don't think the proposed fare increase is a dequate. I think all fares should rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long. force the va governor to pull his weight in funding wmata I use the 29k/29n everyday I understand that this is a very difficult situation for Metro to have to work through. The world has changed drastically since Covid hit and continues to evolve quickly. Thanks for all the time and effort you are putting into thinking through how to best continue to provide transportation service to all of us who depend on it. Generally I think a mix of fare hikes that aren't so drastic that they put low income people in a tough spot and service cuts that don't leave people who depend on the busses in a situation where they have to wait forever for a bus would be ideal if you can figure out the right balance/mix. Again, just want to acknowledge the touch spot you're in and thank you for helping to continue to make Washington a great city to live in. Running a transit system like a company is a mistake. Transit in a city like DC should be a public utility, bought and paid for by DC/MD/VA. Incr	Bus Service Fares/Fees/Parking Miscellaneous Bus Service Capital Budget Miscellaneous Bus Service Operating Budget, Management and Spending Miscellaneous Service Service Levels Bus Service
I am incredibly privileged to have multiple means of transit available to me for work, pleasure, and general commuting. However, many metro riders do not have the same options and rely on metro to provide transportation to jobs, homes and networks at an affordable cost. This cannot be maintained through significant price increases. These same people also rely on dependability and frequency of transit to arrive at their destinations on time and with as few hurdles as possible. I love using metro to commute to my job on weekdays as require the same. However, if all these benefits to public transit decrease, ridership will as well, and then it will most disproportionately affect those who require it. Dont increase fare Amazing and OWESOME I support a fare increase coupled with a reduction. Actually, I don't think the proposed fare increase is adequate. I think all fares should rise by a \$1.00. I especially support closing metro stations and poorly utilized bus routes. Metro (trains) should stop at 11:00pm and commence at 6am all week long. force the va governor to pull his weight in funding wmata I use the 29k/29n everyday I understand that this is a very difficult situation for Metro to have to work through. The world has changed drastically since Covid hit and continues to evolve quickly. Thanks for all the time and effort you are putting into thinking through how to best continue to provide transportation service to all of us who depend on it. Generally I think a mix of fare hikes that aren't so drastic that they put low income people in a tough spot and service cuts that don't leave people who depend on the busses in a situation where they have to wait forever for a bus would be ideal if you can figure out the right balance/mix. Again, just want to acknowledge the touch spot you're in and thank you for helping to continue to make Washington a great city to live in. Running a transit system like a company is a mistake. Transit in a city like DC should be a public utility, bught and paid for by DC/MD/VA. Increa	Bus Service Fares/Fees/Parking Miscellaneous Bus Service Capital Budget Miscellaneous Bus Service Operating Budget, Management and Spending Miscellaneous Service Evels Bus Service Bus Service Bus Service

increase prive south to be prive due these prive the bar on whe can afford to be in body bar afforder applicat responsibility and results and a lower. At a securit as 10 defers the bar of the afforder the bar of the bar of bar of bar of the bar of bar of bar of the bar of ba		
Index of an act of advance of adv		Category
un and same for a selection of a sel		
ward of a series of a secies o		
in the number of public approach output is append to make the set best of the set best best of the set best of the set best of the set best of the set		
In considering michaeles and m	for alternatives, rather than less, resulting in more horrendous traffic conditions. The WMATA should	
ain tears in get hate jus, and ear platt touint a unit of the any sets ranke in ranke in get fait and the set of the set		Operating Budget, Management and Spending
and of both of a constraint of		
nine - addition for and a frequency in gene in addition of a section o		
 An inversion the propiet hype to make sufficient for exercise the control of the fore to mark the propiet hype to make sufficient for exercise the control of the fore to mark the propiet hype to mark the prop		
Metho is an accide accide accide accidence		Bus Service
increase fore, hurs they regist is particule, and noise has an who and fail is been they on the service and the service and the service has a service ball is of the dense increase for the service has a service has a service ball is of the dense has a service has a service has a service ball is of the dense increase for the service has a service has a service ball is of the dense increase for the service has a service has a service ball is of the dense increase for the service has a servi		
suite according to part optical out of the set in th	afford a car and need a way to get around the city to jobs, groceries and family. Cutting service, or	
a decision packation system The product of the STA Mark and STA STATE Product including and STA STATE		
Di Kolt Meller He MITS Mult LAN 10 57 5011 Pregei nonexange myell win obs abs to affaur Bus Sevice Di Kolt Meller He MITS Mult LAN 10 57 5011 Pregei nonexange myell win obs abs to affaur Bus Sevice Di Kolt Meller Meller Meller Meller Barter Meller Barter Meller Barter Meller Meller Barter Mel		
 the Metro out all have to bay, which while a braining combination with decased article. procensis the XL, Ale Mellin and Sed Neike VI and Sed Sed Sed Sed Sed Sed Sed Sed Sed Se		Fares/Fees/Parking
If yo vedace to the N2. NA and NB mean draw MA we will not have any long to be plannamese, group operates. Maren, docus we will be preserved to the plannamese, group operates have a document of the served beam of the served have a served ha		Bus Service
Section: well solate a community that is aging in pice methangs in the Cine and more diffulnt to read, well and the that is already have diminated one of the years will get values. At is year of the community is a section of the community is all get values in the that is already have diminated one of the years will get values. At is year of the community is all dimension of the community is all get values in the that is already have dimension of the years of the community is all dimension	If you reduce the N2, N4, and N6 lines and the M4, we will not have any way to get to pharmacies,	
dificult for anone. We are also impacted by drivingies in the 30 line bocume, if we are made it to Winding in addition to more 54 mm 75, WD, and VA and Be increases, why don't you pairs arrays handing in addition to more 54 mm 75, WD, and VA and Be increases, why don't you pairs arrays and the province of the prov	groceries, library, doctors, etc. We also won't be able to get to the Metro to access all Metro proximity	
 Watsons was, a buil is the that survey larse diminish over they sare will get work. At to que thinking in addition to now 5 from C. W. And survey with they part better gives, while the property of the they they that and the property of the they that and they they they they they they they they	locations. You will isolate a community that is aging in place making living in DC more and more	
Inding in addition to moo \$ for moot \$ the C, Mu, and V and fas increases, why door's you balks arous Increase in addition to moo \$ for forewell coucsions is that commers public in behind me tang aborting of the fore the coucse in the coucse		
ation ignards and the people riding where for first? how where you have pub betty gass, what has have have you have request products of the people riding where it and service it and the people riding where it and service it and the people riding where it and service it and the people riding where it and service it and the people riding where it anot the people riding wh		
happend year on on too frequent costants its at owneen punke it whind me taking an attage anatage of any punk of the init of each take in pond. Start frequent costant is at weak its at owneen pond. Start frequent costant is at weak its at owneen pond. Start frequent costant is at weak its at owneen pond. Start frequent costant is at weak its at owneen pond. Start frequent costant is at weak its at owneen pond. Start frequent costant is at weak its at owneen pond. Start frequent costant is at weak its at owneen pond. Start frequent costant is at weak its at owneen pond. Start frequent costant is at weak its at owneen pond. Start frequent costant is at weak its at owneen pond. Start frequent costant is at weak its at owneen pond. Start frequent costant is at weak its at owneen pond. Start frequent costant is at weak its at owneen pond. Start frequent costant is at weak its at owneen pond. Start frequent costant is at weak its at at owneen pond. Start frequent costant is at weak its at at owneen pond. Start frequent costant is at weak its at at a way it of at owneen pond. Start frequent costant is at weak its at at a way it of at owneen pond. Start frequent costant is at a way its at at a way it of at owneen pond. Start frequent is at a dway it of at owneen pond. Start frequent is at a dway it of at owneen pond. Start frequent is at a dway it of at owneen pond. Start frequent is at a dway it of at owneen pond. Start frequent is at a dway it of at owneen pond. Start frequent is at a dway it of at owneen pond. Start frequent is at a dway it is at a dway it of at owneen pond. Start frequent is at a dway it is at a dway it at at a dway it is		
my parega my pare. In the case, path was not paped on the groups days of paped and on the paped was days below base of paped and on the paped was days below base of paped and on the paped was days below base of paped and on the paped was days below base of paped and on the paped paped and the paped an	happened to me on too frequent occasions is that someone pushes in behind me taking advantage of	
ther data, isadpion, inc. (wad galaky usubate how with framical lawa, it way areas acting in the lever lawa data of the lever		
because they can. At reliev Metric one vanior, spicality is nut the only pesses getting into the investor (income this of the properties of a financial issue) relieves the paint of any vanis. Provide and you would have less of a financial issue in the only appears best of the paint of vanis. Provide and you would have here or endors if which the the off of vanis. Provide and you would have here or endors if which the here off of vanis. Provide and you would have here or endors if which the here off of vanis. Provide and you would have here or endors if which the here off of vanis. Provide and you would have here or endors if which the here off of vanis. Provide and you would have here or endors if which the here off of vanis. Provide and you would have here or endors if which the paint of vanis. Provide and you would have here or endors if which the paint of vanis. Provide and you would have here or endors if which the paint of vanis. Provide and you would have here or endors if which the paint of vanis. Provide and you would have here or endors if which the paint of vanis. Provide and you would have here and box the here and a low full differ of these would have here and a low full differ of these would have here and a low full differ of these would have here and a low full differ of these would have here and a low full differ of these would have here and a low full differ of these would have here and a low full differ of these would have here and a low full differ of these would have here and a low full differ of these would have here and a low full differ of these would have here and a low full differ of these would have here and a low full differ of these would have full differ of these would have here and a low full differ of these would have here and a low full differ of these would have here and a low full differ of these would have here and a low full differ of these would have here and a low full differ of these would have here and a low full differ of these would have differ of these wou	arresting people not paying fares. It isn't even that most of these are people who can't pay based on	
(along with 5 others) who paid - wereyone elic jung the exit or purches in benefit or any cut. Operating Budget, Management and Spending. Operating Budget, Management and Spending	their clothes, headphones, etc. (I would gladly subsidize those with financial issues), They just do it	
 these begins and you would have best of a francial ison. Pay your security and get paids for the stroke of your poids and your soluties more of more strokes of strokes. Pay and your soluties and your your your your your your your your		
pip up provide and pipu will have men menny to reduce the need for any cuts. Operating Budget, Management and Spending thes uses, tab how store get owns, tab the gream store, st. The 13 is alleling for those well uses is and starts will be any establishes and tables and get owns. Non-Starts and Starts and Starts well be any store well be no buset table. upposed or rule to domition to work, est, and apport budinesse, with the property table and estables and property table and estables and property table and estables and property tables. Non-Starts and Starts and Starts and Property tables and estables and property tables and estables. It tables how enongers for tables and estables and tables and tables and tables. Non-Starts and Property tables and estables and tables and tables and tables. It tables how enongers for tables and estables and tables and tables and tables. Non-Starts and Property tables and tables and tables and tables and tables. It tables how enongers for tables and endermad use. Non-Starts Biol And Company and Starts and Estarts and and endermad use. It tables how enongers for tables and endermad use. Non-Starts Biol And Company and Starts and Estarts and Estarts and Provide the mining for tables and endermad use. It tables how enongers for tables and endermad use. Non-Starts Biol And Company and Starts and Estarts and Provide the mining for tables and tables and tables. It tables how enongers for tables and endermad use. Non-Starts Biol And Company and Starts and Estarts and Tables and tables. It tables		
The bias cuts, both overall routes and decreased service, see very concerning. Wreef and so many diverse relates relates the log cuts work, to the great sets and states were subjected to return to device and use of the set of the sets that the set of the set of		Operating Budget, Management and Spending
and down Connection. A we and it is the easies and fastes twy to get downtown. How are we have the support of return to downtown to werk, and support businesses, with the well here has buss that is a downtown? The L3 and the 95 are essential bus routes and are always ful of people well be served, well-there every a schilber in poble in the business are cut, and the 95 are essential bus routes and are always ful of people well be served, well-there every a schilber in poble in the business are cut, the random every to fund MD to keep things afe and rounne there wells and there were have the subset to the served well bus to the more to the subset to the served well bus to the served well bus to the more to the subset to the served well bus to the sev		
supposed for term to downown to work, ext, and support buinnesse, yet three will be no busses that au downown to work, ext, and support buinness and ar always full propose wonk and the every day attivities, including setting to their phs. If the buss lines are cut, and an always full propose wonk and an always full propose wonk and the every day attivities, including setting to their phs. If the buss lines are cut, bus every defected. Bus Service If attace the work and a setting bus full propose wonk and an always full propose wonk and the every day attivities. The work are passed will use it the bus setting attivities is the more passed will use it. Wonk here are at a minute setting bus for all proposes wonk and the every day attivities. A more accessible work is the setting bus for all proposes work is the setting bus for all proposes work is the setting setting bus for all proposes work is the setting bus for all proposes work is the setting setting bus for all proposes work is the setting bus for all propose	others rely on the bus to get to work, to the grocery store, etc. The L2 is a lifeline for those who live up	
can set or down town? The L3 and the 6 are essential bus routes and are always ful of people will each then t0 of the reverydy activities, including getting to ther jobs, if these bills are act, many people will be severely effected. If tables were observed for migrants the nove have money to fund M1 to kase phills safe and running smoothly and a commentate the people. The hardres and more expensive it is to use metror, the less likely Land others will use it leading to further needers with its ourse metror, the less likely Land others will use it leading to further needers with its ourse metror, the less likely Land others will use it leading to further needers with the source metror with the loss for the more people will use it. When there are 30 minutes between buss, if it loose another option with the 10 strenge to pool will use it leading to further needers with the source metror. The less the source option of the more people will use it leading to further needers with the bus set to be source the with the bus set to be source the source option of the more people will use it leading to further needers with the bus set to be source option of the more people will be a buss to any the source option of the more people will use it leading to further and provide the minissig fund through increased taxes on the rith. The government should nationalize the naiways and subway infrastructure is now tactivity of to build a paroutit I. There are plans to build commend effect the fund the coll accornance of the communities and residents who are currently working to make the merito into the city from here source dustructures were approved to the source option the more dustructure is now tactivity of the communities are of even were approved to the source option make the merito into the city form the coll accornance the coll accornance of the source option make the merito into the city form reading the source option make the merito into the coll accornance the city work who are currently working to make the merito into th	and down Connecticut Ave and it is the easiest and fastest way to get downtown. How are we	
need then to do their everyday activities, including ageting to their jobs, If these bas lines and in a gas Service a substrate of the inspire of the service of the servic		
Base Service Base Service introduction of magnats the work have more popule will use it leading to further needers it is to use metro, the less likely and others will use it leading to further needers it is to use metro. The less likely is and others will use it leading to further needers it is to use metro. The less likely is and others will use it leading to further needers it is to use metro. The less likely is and others will use it leading to further needers it is to use metro. The less likely is and others will use it leading to further needers it is to use metro. The less likely is and others will use it leading to further needers it is to use metro. The less likely is and others will use it leading to further needers it is to use metro. The less likely is and others will use it leading to further needers it is to use metro. The less likely is and others will use it leading to further needers it is to use metro. The less likely is and others will not the less form and further is the less likely is and other will be needers. Base Service It applies don't out the loss likely is and further will not keeders. Base Service Base Service It applies that stations (function the metro work is now at leading to further metro work). Base Service Base Service Please don't out the station (function the less promotion the control the less form here or detast out discreto service is now other the area plans to build on an eard it entert is now attring and beach for form. Base Service Please don't out the station (function the less form don'the metro is now attring and beach for form. Base Service Buis to promoter (function the less the metro in the dec		
If Jates have money for migrants then you have money to fund Md to keep things safe and running bus Service money to the less likely i and others will use it leading to further need for cut. The more accessible is is, the more accessible is is, the more accessible is is, the more accessible work in the safe to bus. And make more and more sequencies between buss, fill choose nather option but with 10-15 minutes, ill choose the bus. And make more and more sequencies between buss were accessed by working an a fradiance, fusually take 3 busses to the fore the safe store accessible work is used to access regardly the safe store accessible work is used to access regardly the safe store accessible work is used to access regardle to access regardle to accessible work is used to accessible accessible to accessible work is used t		Rus Service
sincethy and a commenter the people. In the large of the sheet is all will be and the share will be all the share and more expensive. If is to sentery, the less likely and others will use It labore and more accessible it is, the more people will use It. When there are 30 mitutes between buses, If holes and/ther options will be share and more accessible it is, the more people will use. It when there are 30 mitutes between buses, If holes and/ther options will be share and more accessible it is, the more people will use. It whose the bus share and more accessible its, the more people will use. It whose the bus share accessible its is the more people will use It whose the bus share accessible its is the more people will be share and more accessible its is the more people will be a share accessible its is the more is a share accessible its is the share its well in the bus share accessible its is the share its well is the share accessible its is the share its well in the share accessible its is the share its well in the share its well in the share accessible its is the share its well in the share accessible its is the share its well in the share its well is the share its is the share its well is the share its is the share its well is the share its is the share i		bus service
further need for cuts. The more accessible it is, the more people will use it. When there at 30 minutes between buse, If theorea andter options but with 10-15 minutes, If it choose the bus. And makes and more secure bike storage options for both annual and on demand use. Bus Service Please don't cut the service! If vill my more (within reason) Service levels (accessible it is, is the distances) Service and much on the bus service especially working in a far distance. I usually take 30 uses to any destination. Addit genet a far will gerts affect my obje Bus Service In main yus Red Line, Green line, and either Ad v W5 to get to work. I would prefer those lines be and force work and provide the missing (moth through increased taxes) on the rot. Rull Service Rule control the mere distand shore the missing in distand taxe to any and local infrastructure is non existing in the service on the silver line. Mange people ride the mere distant silver line stations is only to build up around it. There are plans to build commercial/entertainment hub around several of the local accommercial/entertainment hub around several of the local accommercial enter service on the silver line has the metro in the diving the consideration of the enter service on the surver line has a people maining and poor transparency on the decision-maining process here a more clearable and processifies and poor transparency on the decision maining process here a surver line station is work and pape line haspening at the same time during the consideration of the enter surver on the metro. These decisions work the existion for the existion is on the existin tho communities around neer to the existion is on the		Bus Service
between bues, fil choses another option but with 10-15 minutes, fil chose he bus, And make mode and more secure bile storage options for both annual and a demand use. Bease don't cut he service[II will pay more [within reason]] Service Levis Idepand much on the bus service degradispl working in a for distance, 1 usually take 3 busss to a wire my destination. Adding more fare will greatly affect my job Inarialy use Bet IL ince, Green Line, and either A4 or VS to get to work. I would prief those lines be unaffected. The government should nationalize the railways and subawy infrastructure and fund access regreater of revenue and provide the missing funds through increased taxes on the rich. Palicit transt should be free Places don to cut netro service on the silver line. Many people ride the metro into the city from here because they DONT have any alternative potions. Richer and so rough service and be richer to build commend fund through provide the missing funds through from the more distratis fuer line stations in line stations (innovation station is one of them), which would increase ridership and benefit the silver line stations (innovation station is one of them), which would increase ridership and benefit the silver line stations (innovation station is one of them), which would increase ridership and benefit the silver line stations (innovation is one of them), which would increase ridership and benefit the silver line stations (innovation station is one of them), which would increase ridership and benefit the silver line stations (innovation station is one of them), which would increase ridership and benefit the service and the stations (innovation should be considered for closure - they are new Many communities and resker the terves there are request trainas and buss during rub. fight near innovation Metro Station, but the stations (into necessarily in mores but in partnehit) and advoccy - be on OF dewares to have are request trainas dub buss during rub. fight near innovation Metro Sta	The harder and more expensive it is to use metro, the less likely I and others will use it leading to	
and more server bike storage options for both annual and on demand use. Bease don't cut the service!!! uil guing more (within reason)! Service levels In annuy use Ret Line, and either A or WS to get to work. I would prefer those lines be unafietted. The government should nationalize the railways and subway infrastructure and fund access regardless of reasone and provide the missing funds through increased taxes on the rich. Buile transit should no through increased taxes on the rich. Buile transit should be free Brass don cut the transit needs through increased taxes on the rich. Buile transit should he free Brass don cut the transit should he stores (Brass and Brass) Brass don cut the transit should have through engless the more distant silver line stations is only low because the stations; is togeted a few years ago and local infrastructure is now catching user to build up around it. There are plans to build commercial/entertainment hub around several of the silver instructions one of them, While how ould increase meant line stations is only low because the extraories user extraories to build commercial/entertainment hub around several of the silver instruction on the suprel line haspeenge at the same time during the consideration of the cammulties are or directed to the station site yould part on the decision-making process them as low reason the station should no be considered for focuser - they are new? Many communities are need there stations yould have deep negative lines (apriconally live right mer innovation heters thes issues than sould be foreform, bother them sub construction on the site stations is yould have be only live in stations is on them sub and backed by teeps). Real-like lines (apriconally live right mer innovation heters thes issues (Brass and base deep negative lines (apriconally live right mer innovation heters thes issues (Brass and base deep negative lines (apriconally live right mer innovation heters the station station (apriconally live foreform), bother p	further need for cuts. The more accessible it is, the more people will use it. When there are 30 minutes	
Please don to the service Plank process of the solution of the service process of the solution of		Due Camina
Idepend much on the bus service expectably working in a far distance, I usually take 3 busses to arrive mainly use Red Line, Green Line, and either Ad or WS tog et to work. I would prefer those into service unaffected. Bus Service Unaffected. Bus Service The government should nationalize the railways and subway infrastructure and fund access regardless of revenue and provide the missing much through increased taxes on the rich. Bulls Service Public transit should be free Miscellaneous Place do not cut metro service on the silver line. Many people ride the metro into the city from here because they DONT have any alternative options. Ridership from the more distant silver line stations to low build up around it. There are plans to build commercia/Interturier is now cationing up to build up around it. There are plans to build commercia/Interturiers is now cationing up to build up around it. There are plans to build commercia/Interturiers is now cationing of the communities and residents who are currently working to make the metro one desirable and accessible for these communities. Rail Service 1. Why is there contruction on the purple line happening at the same time during the consoleration were vial not protein deriading loging ration transparency on the decision-making process there. 2. Door ridership in one wtations should had be consolered dor to oney ensite with the stransist and akecas' be consolered deriading rations with more busit ingits near innovation Metro Station, but the path is blocked by trees]. 3. Reducting reliability of the unal should be there to ensidered for only use to avoid the book on one these problems, invest in the communities around metro stations (wour plant), wour scholods, and run advous during ration with and a		
my destination. Adding more fare will greatly affect my job Bus Service inamity use Red lune, Green lune, and either Ad or WS to get to wrik. I would prefer those lines be unaffected. Bus Service in Experiment should hationalize the railways and subway infrastructure and fund access regardles of resenue and provide the missing funds through increased taxes on the rich. Rail Service Pable transit should be free Rail Service Rail Service Pass do not cut metro service on the silver line. Many people ride the metro into the city from here because they DONT have any attentive options. Rideship from the more distant silver line stations will not stores are currently working to make the metro and several of the local accommy. Shuttering these stations would have deep negative impacts on the local economised accessible for these communities. Miscellaneous 1. Why is there construction on the purple line happening at the same time during the consideration considered for toxisce of the solve of t		
unaffected. Bus Service The goverment should nationalize the railways and subway infrastructure and fund access regardless Rail Service Public transt should be free Miscelianeous Ploade transt should be free Ploade transtructure is now catching be bloade cocononics on the oransing not transparency on the desin	my destination. Adding more fare will greatly affect my job	Bus Service
The government should nationalize the raikway and subway infrastructure and fund access regardless of revenue and provide the missing funds through increased taxes on the rich. All Service All Service All Service Palate they ODWT have any alternative options. Kidership from the more distant silver line stations i to be event of the more distant silver line stations i to build up around it. There are plantic and populations to build on the more distant silver line stations (nonovation station is one of them), which would increase ndership and benefit the local accommunities and residents who are currently working to make the metro more desirable and accessible of the communities. All service are planting and poor transparency on the decision-maining process here, 2. Poor ridership on new stations should not be considered for closure - they are newl Many regorder wide the earse frequent trains and buses during rulab hours. This is critical 4, linvest in the communities around metro stations (not new stations, but the path is blocked by trees). 3. Reducing reliability of the metro will not promote ridership, please ensure that there are frequent trains and buses during rulab hours. This is critical 4, linvest in the communities is and takes the time to understand these issues, thick outside the box to solve these graves the since fills on the decision-main the culture and character of this city. WMATA leadership, can do better. Discingent and takes the time of these decisions will induce to on ipobs, our schools, and run dave a arron drive show and suppased to get around the city? After Covid, the city has strategied to restore its buy ways inclusions to to to row from thome will construction to go down. I hope the issues to the forestore its strates and these the time or are planting and pole concornies communities. If on other is any strate will on the tore are index the time that issues that the erain regulated the are are probable. Increased fare and reduced Management and Spending Operating Budget, Management	I mainly use Red Line, Green Line, and either A4 or W5 to get to work. I would prefer those lines be	
of revenue and provide the missing funds through increased taxes on the rich. Rail Service Rease do not cut metro service on the silver line. Many people ride the metro into the city from here Please do not cut metro service on the silver line. Many people ride the metro into the city from here because they DONT have any alternative options. Rideship from the more distant silver line stations is of not cut metro service on the silver line. Many people ride the metro into the city from here because they DONT have any alternative options. Rideship from the more distant silver line stations is of not cut metro service on the silver line. Many people ride the metro into the city from here because they DONT have any alternative options. Rideship from the more distant silver line stations is of not cut metro service on the silver line. Many people ride the metro into the city form here accessible for these communities. In development of the same time during the consideration of these major cuts? This feels like poor planning and poor transparency on the decision-making process here. J. Poor rideship on new stations should not be considerer for closure - they are new lown; right ner innovation Metro Station, but the parts is blocked by trees). J. Reducing reliability of the terow will not probes these issues; think outside the box to solve these problem, invest in the communities around metro stations (not necessarily in money but in partnership and davdcary) be use these issues to the forferch, tobether here and chacter of this city. WMATA leadership can do better. Many people such as myself rey on public transportation to go to unjobs, our schools, and run day-to- day errands. The budget cuts for the metro approtecity bits our plots, our schools, and run day-to- day errands. The budget cuts for the metro reliability of the busines and vitality. Most people work from mone witch are to schore there stress on the service are unacceptable. Increased fare and reduced lonelines. With these proposed to tapes, the urrent pr		Bus Service
Public transit should be free Miscellaneous Please do not cut metro service on the silver line. Many people ride the metro into the city from here Miscellaneous Please do not cut metro service on the silver line. Many people ride the metro into the city from here Miscellaneous Sease do not cut metro service on the silver line. Many people ride the metro into the city from here Miscellaneous Sease the stations just opened a few years ago and local infrastructure is now catching up Rail Service Solar Communities and residents who are currently working to make the metro more desirable and Rail Service 1. Why is there construction on the purple line happening at the same time during the consideration of theres. 2. Poor ridership on new stations should not bockare - they are new Many communities are of even connected to these stations by walking paths or bile lanes (I personally live right hear incoving Metro Stations (I not metros). Ut the path is blocked by trees). A. Reducing reliability of the metro worke these issues to the forefront, bother here until headership on the stations (Into the communities are frequent trains and buses during rush hours. This is critical. 4. Invest in the communities around metro stations (I not metro structure are unacceptable. Increase of the and reduced stations and takes the time to understand these issues to the forefront, bother here properse are unacceptable. Increase of the and reduced stations and takes the time to understand these issues to the forefront, bother here diver are unacceptable. Increase of the reduce divertities of the structure is an endequeed station and socie the popole in this community. Most reporter the reducesinole made		Dell Carrier
Pieze do not cut metro service on the silver line. Many people ride the metro into the city from here because they DON'T have any alternative options. Sildership from the more distant silver line stations is only low because the stations just opened a few years ago and local infrastructure is now catching up to build up around it. There are plans to build commercial/entertainment bubs around several of the silver line station is one of them), which would increase ridership and benefit the local economy. Shuttering these stations would have deep negative impacts on the local economies of the communities and residents who are currently working to make the metro more desirable and accessible for these communities. 1. Why is there construction on the purple line happening at the same time during the consideration of these major cuts? This feels like poor planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations should not be considered for obseare - they are new! Many right near innovation. Metro Station, but the path is blocked by trees). 3. Reducing reliability of the metro will not proster here sizes to be for fore sizes to the forefront, butcher here until she listens and takes the time to understand these issues to the forefront, butcher here until she istens and takes the time to understand these issues to the forefront, butcher here problems, invest put san duake burden on low socioeconomic communities. J and protect the people lin this community that rely on the inter or service are unacceptable. Increased fare and reduced stations and rouxes put san duake burder on low socioeconomic communities. J And thave are are nor drive so how am i supposed to get around the city? After Covid, the city has struggled to restore its business and visitly. Most peoples work form home which hurs Iscel businesses and visitly. Most people work from home which hurs Iscel businesses and related situ. Metro action usits and metro rall. J see it everytime I ride either. Worst on the b		
only low because the stations just opened a few years ago and local infrastructure is now catching up to build up around it. There are plans to build commercial/enterainment hubs around several of the silver line stations in one of them, which would increase indership and benefit the local economy. Shuttering these stations would have deep negative impacts on the local economies of the communities and residents who are currently working to make the metro more desirable and accessible for these communities. 1. Why is there construction on the purple line happening at the same time during the consideration of these major cuts? This fields like poor planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations should not be considered for closure - they are new Many communities are not even connected to these stations by walking paths or bike lanes () personally live right near Innovation Metro Station, but the path is blocked by trees). 3. Reducing reliability of the metro will not promoter ridership, please ensure that there are frequent trains and buses during rush hours. This is critical. 4. Invest in the communities around metro stations (not necessarily in money but in partnership and advocacy) - be on TOP of Bowser to bring these issues to the forefront, bother her uruli she listens and takes the time to understand these issues. Hink outside the box to solve these problems, invest in your staff to solve these issues EQUITABLY, and protect the people in this community that rely on the metro survice are unacceptable. Increased fare and reduced stations and routes puts an undue burden on low socieconomic communities. I do not have a car nor drive solwe and subgest the metro survice rush consideration 1. Metro and what supposed to get around the cirly AFAFC covid, the cirly as struggied to restore a sense of lonelines. With these proposed changes, the current problems will only worse. Vous are what you est. If bubit transport service deterioates: "rifership will continue	Please do not cut metro service on the silver line. Many people ride the metro into the city from here	
to build up around it. There are plans to build commercial/entertainment hubs around several of the silver line stations (innovation station is one of them), which would increase ridership and benefit the silver line stations would have deep negative impacts on the local economies of the communities and residents who are currently working to make the metro more desirable and accessible for these communities. And these communities are our sently working to make the metro more desirable and accessible for these communities. These is the por planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations should not be considered for closur - they are new! Many communities are not even connected to these stations by walking paths or bike lanes (I personally live right near nonvation Metro Station, but the path is blocked by trees). 3. Reducing reliability of the metro will not promote ridership, please ensure that there are frequent trains and buses during rush hours. This is critical. 4. Invest in the communities around metro stations (not necessarily in morey but in partnership and advaccay) - be on TOP of Bowser to bring these issues to the forefront, bother her until she listens and takes the time to understand these issues. Unit Natif the box to solve these problems, invest in your staff to solve these. SQUITABLY, and protect the people in this communities around between and character of this city. WMATA leadership can do better. Down lobge, our schools, and un have a car nor drive solve ans well erity? Plane for the character stations and undure burge on the ority? After Covid, the city has strugged to rastore. It would bus the surged to rastore. It would bus these proposed wants, the current problems will only worse. The single bar struct consideration on the surged to rastore to the structer problems will only worse. The single bar struct consideration in the versalle docume and the structer problems will only worse. The single bar structere problems will only worse. Th	because they DON'T have any alternative options. Ridership from the more distant silver line stations is	
silver line stations (innovation station is one of them), which would increase ridership and benefit the local economy. Shuttering these stations would have deep negative impacts on the local economise of the communities and residents who are currently working to make the metro more desirable and accessible for these communities. Nee to the purple line happening at the same time during the consideration of these major cuts? This feels like poor planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations bould not be considered for closure - they are new! Many communities are not even connected to these stations by walking paths or bike lianes () personally live right near Innovation Metro Station, but the path is blocked by trees). 3. Reducing reliability of the metro will not promote ridership, please ensure that there are frequent trains and buses during rush hours. This is critical. 4. Invest in the communities around metro stations (not necessarily in money but in partnership and advocacy) - be on TOP of Bowser to bring these issues to the orfornot, botther her until she listers and takes the time to understand these issues, think outside the box to solve thee problems, invest in your staff to solve these issues SQUTABLY, and protect the people in this communities around netro aton your puble, but the cutture and character of this city. WMATA leadership can do buces vortice are unacceptable. Increase fare and reduced stations and routes puts in undue burden on low socioeconomic communities. I do not have a ar on or drive solve and and eacestific transports erive deteriorates: ridership will continue to go down. I hoppedie wort, from home which hurts local businesses and creates a sense of loneliness. With these proposed changes, the current problems will only worse. To worts and the wortall economy and accessibility regionally its effected! MetroAccess Prove and the routed the route are ensorted betwere. Increase are ror drive on the worall economy and accessible wh	only low because the stations just opened a few years ago and local infrastructure is now catching up	
local economy. Shuttering these stations would have deep negative impacts on the local economies of the communities and residents who are currently working to make the metro more desirable and accessible for these communities. Rail Service 1. Why is there construction on the purple line happening at the same time during the consideration of these major currs? This feel like poor planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations should not be considered for closure - they are new! Many communities are not even connected to these stations by walking paths or bike lanes (I personally live metro will not promote ridership, please ensure that there are frequent trains and buses during rush hours. This is critical. 4. Invest in the communities around metro stations (not necessarily in money but in partnership and advoccay) to be on TOP of Bowser to bring these issues to the forefront, botther her until she listens and tabes the time to understand thee issues, think outside the box to solve these problems, invest in your staff to solve these issues to the forefront, botther her until she listens and advoccay) to public transportation to go to our jobs, our schools, and run day-to- day errands. The budget cuts for the metro service are unacceptable. Increased fare and reduced stations and routes puts an undue burden on low socioeconomic communities. I do not have a car nor drive so how an 1 supposed to get around the city? After Covid, the city has strugged to restore its business and vitality. Most people work from home which hurts local businesses and creates a sense of loneliness. With these proposed changes, the current problems will only worse. You are what you eat. If public transport service deteriorates: ridership will continue to go down. 1 hope the impact on the soural economy and accessibility regionally is taken into consideration 1 Metro and busses should be free to DC residents and WMATA should act in a way to make that apositi Metro and busses should be	to build up around it. There are plans to build commercial/entertainment hubs around several of the	
the communities and residents who are currently working to make the metro more desirable and accessible for these communities. Why is there construction on the purple line happening at the same time during the consideration of these ronstruction on the purple line happening at the same time during the consideration of these ronstruction on the purple line happening at the same time during the consideration of these ronstruction on the purple line happening at the same time during the consideration of these ronstruction on the purple line happening at the same time during the consideration of these ronstruction on the purple line happening at the same time during the consideration of these ronstruction on the purple line happening at the same time during the consideration of these ronstruction on the set ations should not be considered for closure - they are newl Many communities are not even connected to these stations by walking paths or bike lanes (I personally live right near nonvation Metro Station, but the path is blocked by trees). 3. Reducing reliability of the metro will not promote ridership, please ensure that there are frequent trains and buses during rush hours. This is critical. 4. Invest in the communities around metro stations (Into the essarily in morey but is problems, invest in your staff to solve these issues EQUITABLY, and protect the people in this community that rely on the erto. These decisions will impact not only your budget, but the culture during budget, Management and Spending Operating B		
accessible for these communities. Rail Service 1. Why is there construction on the purple line happening at the same time during the consideration of these major cuts? This feels like poor planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations should not be considered for closure - they are new! Many communities are not even connected to these stations by walking paths or bike lanes (I personal)! live metro will not promote ridership, please ensure that there are frequent trains and buses during rush hours. This is critical. 4. Invest in the communities around metro stations (not necessarily in money but in partnership and advocacy) - be on TOP of Bowser to bring these issues to the forefront, bother her until she listens and takes the time to understand these issues, think outside the box to solve these problems, invest in your staff to solve these issues GUTABALY, and protect the people in this community that rely on the metro. These decisions will impact not only your budget, but the culture and character of this city. WMATA leadership can do better. Operating Budget, Management and Spending Wany people such as myself rely on public transportation to go to our jobs, our schools, and run day-to-drive so how an I supposed to get around the city? After Covid, the city has struggled to restore its business and vitality. Most people work from home which hurts local businesses and creates a sense of Dioentic communit due tore description will only worsen. Operating Budget, Management and Spending You are what you east. If public transport service deteriorates: ridership will continue to go down. I hope the impact on the overall economy and accessibility regionally is taken into consideration! Metro Access Stop fare exabia on thore and the city?		
1. Why is there construction on the purple line happening at the same time during the consideration of these major cuts? This feels like poor planning and poor transparency on the decision-making process here. 2. Poor ruleship on text stations, should not be considered for closure - they are new M Many communities are not even connected to these stations by walking paths or bike lanes () personally live right near Innovation Metro Station, but the path is blocked by trees). 3. Reducing reliability of the metro will not promote ridership, please ensure that there are frequent trains and buses during rush hours. This is critical. 4. Invest in the communities around metro stations (not necessarily in money but in partnership and advocacy) - be on TOP of Bowser to bring these issues to the forefront, bother her problems, invest in your staff to solve these issues EQUITABLY, and protect the people in this community that rely on the metro. These decisions will impact not only your budget, but the culture and character of this city. WMATA leadership can do better. Operating Budget, Management and Spending Many people such as myself rely on public transportation to go to our jobs, our schools, and rund aq-to-day errands. The budget cuts for the metro service are unacceptable. Increased fare and reduced stations and routes puts an undue burden on low socieconomic communities. I do not have a car nor drive so how and Is pupposed to get around the city? After Covid, the city has struggled to restore its business and victure If public transport service deteriorates: ridership will continue to go down. Operating Budget, Management and Spending You are what you eat. If public transport service deteriorates: ridership will continue to go down. Operating Budget, Management and Spending You are what you eat. If public transport service deteriorates: rid		Rail Service
these major cuts? This feels like poor planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations should not be considered for closure - they are new! Many communities are not even connected to these stations by walking paths or bike lanes (J personally live right near Innovation Metro Station, but the path is blocked by trees). 3. Reducing reliability of the metro will not promote ridership, please ensure that there are frequent trains and buses during rush hours. This is critical. 4. Invest in the communities around metro stations (not necessarily in money but in partnership and advocacy) - be on TOP of Bowser to bring these issues to the forefront, bother her until she listens and takes the time to understand these issues, think outside the box to solve these problems, invest in your staff to solve these issues EQUITABLY, and protect the people in this community that rely on the metro. These decisions will impact not only your budget, but the culture and character of this city. WMATA leadership can do better. Many people such as myself rely on public transportation to go to our jobs, our schools, and run day-to- day errands. The budget cuts for the metro service are unacceptable. Increased fare and reduced stations and routes puts an undue burden on low socioeconomic communities. I do not have a car nor drive so how am I supposed to get around the city? After Covid, the city has strugged to restore its business and vitality. Most people work from home which hurts local businesses and recets a sense of loneliness. With these proposed changes, the current problems will only worsen. You are what you eat. If public transport service deteriorates: ridership will continue to go down. I hope the impact on the overall economy and accessibility regionally is taken into consideration I Metro Access Stop fare evasion on buses and metro rail. I see it everytime I ride either. Worst on the buses. Stop fare evasion on buses should be free to DC residents and WMATA should act in a		
communities are not even connected to these stations by walking paths or bike lanes (I personally live right near Innovation Metro Station, but the path is blocked by trees). 3. Reducing reliability of the metro will not promote ridership, please ensure that there are frequent trains and buses during rush hours. This is critical. 4. Invest in the communities around metro stations (not necessarily in money but in partnership and advocacy) - be on TOP of Bowser to bring these issues to the forefront, botter here until she listens and takes the time to understand these issues, think outside the box to solve these problems, invest in your staff to solve these issues (DUTABLY, and protect the people in this community that rely on the metro. These decisions will impact not only your budget, but the culture and character of this city. WMATA leadership can do better. Many people such as myself rely on public transportation to go to our jobs, our schools, and run day-to day errands. The budget cuts for the metro service are unacceptable. Increased fare and reduced stations and routes puts an undue burden on low socioeconomic communities. I do not have a car nor drive so how an I supposed to get around the city? After Covid, the city has struggled to restore its business and vitality. Most people work from home which hurts local businesses and creates a sense of loneliness. With these proposed changes, the current problems will only worsen. You are what you eat. If public transport service deteriorates: ridership will continue to go down. I hope the impact on the overall economy and accessibility regionally is taken into consideration I hope the impact on the overall economy and accessibility regionally is taken into consideration I hopes the impact on the overall economy and accessibility tegionally is taken into consideration I hopes the impact on the overall economy and accessibility to contribute more heavity to Please make sure this surveys reaches as many people as possible who might be affected I Metro Access Plea		
right near Innovation Metro Station, but the path is blocked by Trees). 3. Reducing reliability of the metro will not promote ridership, please ensure that there are frequent trains and buses during rush hours. This is critical. 4. Invest in the communities around metro stations (not necessarily in money but in partnership and advocacy) - be on TOP of Bowser to bring these issues to the forefront, bother her until she listens and takes the time to understand these issues, think outside the box to solve these problems, invest in your staff to solve these issues EQUITABLY, and protect the people in this community that rely on the metro. These decisions will impact not only you budget, but the culture and character of this city. WMATA leadership can do better. Operating Budget, Management and Spending date that the protein the tory after Covid, the city has struggled to restore its business and rules puts an undue burden on low socioeconomic communities. I do not have a car nor drive so have an I supposed to get around the city? After Covid, the city has struggled to restore its business and vitality. Most people work from home which hurts local businesses and creates a sense of lonelines. With these proposed changes, the current problems will only worsen. Operating Budget, Management and Spending Operating Budget and the set as a sense of lonelines. With	these major cuts? This feels like poor planning and poor transparency on the decision-making process	
metro will not promote ridership, please ensure that there are frequent trains and buses during rush hours. This is critical. 4. Invest in the communities around metro stations (not necessarily in money but in partnership and advocacy) - be on TOP of Bowser to bring these issues to the forefront, bother her until she listens and takes the time to understand these issues, think outside the box to solve these problems, invest in your staff to solve these issues EQUITABLY, and protect the people in this community that rely on the metro. These decisions will impact not only your budget, but the culture and character of this city. WMATA leadership can do better. Many people such as myself rely on public transportation to go to our jobs, our schools, and run day-to- day errands. The budget cuts for the metro service are unacceptable. Increased fare and reduced stations and routes puts an undue burden on low socioeconomic communities. I do not have a car nor drive so how an I supposed to get around the city? After Covid, the city has struggled to restore its business and vitality. Most people work from home which hurts local businesses and creates a sense of loneliness. With these proposed changes, the current problems will only worsen. You are what you eat. If public transport service deteriorates: ridership will continue to go down. I hope the impact on the overall economy and accessibility regionally is taken into consideration! MetroAccess Stop fare evasion on buses and metro rail. I see it everytime I ride either. Worst on the buses. Please make sure this surveys reaches as many people as possible who might the affected1 without jeopardizing service. Virginia and Maryland have a responsibility to contribute more heavily to	these major cuts? This feels like poor planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations should not be considered for closure - they are new! Many	
hours. This is critical. 4. Invest in the communities around metro stations (not necessarily in money but in partnership and advocacy) - be on TOP of Bowser to bring these issues to the forefront, bother her until she listens and takes the time to understand these issues, think outside the box to solve these problems, invest in your staff to solve these issues EQUITABLY, and protect the people in this community that rely on the metro. These decisions will impact not only your budget, but the culture and character of this city. WMATA leadership can do better. Many people such as myself rely on public transportation to go to our jobs, our schools, and run day-to- day errands. The budget cuts for the metro service are unacceptable. Increased fare and reduced stations and routes puts an undue burden on low socioeconomic communities. I do not have a car nor drive so how an I supposed to get around the city? After Covid, the city has struggled to restore its business and vitality. Most people work from home which hurts local businesses and creates a sense of loneliness. With these proposed changes, the current problems will only worsen. You are what you eat. If public transport service deteriorates: ridership will continue to go down. I hope the impact on the overall economy and accessibility regionally is taken into consideration1 Stop fare evasion on buses and metro rail. I see it everytime I ride either. Worst on the buses. Please make sure this surveys reaches as many people as possible who might be affected1 Miscellaneous Metro and buses should be free to DC residents and WMATA should act in a way to make that possible without jeopardizing service. Virginia and Maryland have a responsibility to contribute more heavily to	these major cuts? This feels like poor planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations should not be considered for closure - they are new! Many communities are not even connected to these stations by walking paths or bike lanes (I personally live	
in partnership and advocacy) - be on TOP of Bowser to bring these issues to the forefront, bother her until she listens and takes the time to understand these issues, think outside the box to solve these problems, invest in your staff to solve these issues EQUITABLY, and protect the people in this community that rely on the metro. These decisions will impact not only your budget, but the culture and character of this city. WMATA leadership can do better. Many people such as myself rely on public transportation to go to our jobs, our schools, and run day-to- day errands. The budget cuts for the metro service are unacceptable. Increased fare and reduced stations and routes puts an undue burden on low socioeconomic communities. I do not have a car nor drive so how am I supposed to get around the city? After Covid, the city has strugged to restore its business and vitality. Most people work from home which hurts local businesses and creates a sense of loneliness. With these proposed changes, the current problems will only worsen. You are what you east. If public transport service dereirorates: ridership will continue to go down. I hope the impact on the overall economy and accessibility regionally is taken into consideration! You are what surveys reaches as many people as possible who might be affected! Mitero and buses should be free to DC residents and WMATA should act in a way to make that possible without jeopardizing service. Virginia and Maryland have a responsibility to contribute more heavily to	these major cuts? This feels like poor planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations should not be considered for closure - they are new! Many communities are not even connected to these stations by walking paths or bike lanes (I personally live right near Innovation Metro Station, but the path is blocked by trees). 3. Reducing reliability of the	
until she listens and takes the time to understand these issues, think outside the box to solve these problems, invest in your staff to solve these issues EQUITABLY, and protect the people in this community that rely on the metro. These decisions will impact not only your budget, but the culture and character of this city. WMATA leadership can do better. Operating Budget, Management and Spending day terms and spending day terms on low socioeconomic communities. I do not have a car nor drive so how an 1 supposed to get around the city? After Covid, the city has struggled to restore its business and vitality. Most people work from home which hurts local businesses and creates a sense of loneliness. With these proposed changes, the current problems will only worsen. Operating Budget, Management and Spending Vou are what you east. If public transport service deteriorates: ridership will continue to go down. I hope the impact on the overall economy and accessibility regionally is taken into consideration 1 MetroAccess Bus Service Please make sure this surveys reaches as many people as possible who might be affected Mitero and to service are may to make that possible without jeopardizing service. Virginia and Maryland have a responsibility to contribute more heavily to	these major cuts? This feels like poor planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations should not be considered for closure - they are new! Many communities are not even connected to these stations by walking paths or bike lanes (I personally live right near Innovation Metro Station, but the path is blocked by trees). 3. Reducing reliability of the metro will not promote ridership, please ensure that there are frequent trains and buses during rush	
community that rely on the metro. These decisions will impact not only your budget, but the culture and character of this city. WMATA leadership can do better. Operating Budget, Management and Spending Many people such as myself rely on public transportation to go to our jobs, our schools, and run day-to- day errands. The budget cuts for the metro service are unacceptable. Increased fare and reduced stations and routes puts an undue burden on low socioeconomic communities. I do not have a car nor drive so how am I supposed to get around the city? After Covid, the city has struggled to restore its business and vitality. Most people work from home which hurts local businesses and creates a sense of loneliness. With these proposed changes, the current problems will only worsen. Operating Budget, Management and Spending You are what you eat. If public transport service deteriorates: ridership will continue to go down. I hope the impact on the overall economy and accessibility regionally is taken into consideration! MetroAccess Please make sure this surveys reaches as many people as possible who might be affected! Miscellaneous Mithout jeopardizing service. Virginia and Maryland have a responsibility to contribute more heavily to	these major cuts? This feels like poor planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations should not be considered for closure - they are new! Many communities are not even connected to these stations by walking paths or bike lanes (I personally live right near Innovation Metro Station, but the path is blocked by trees). 3. Reducing reliability of the metro will not promote ridership, please ensure that there are frequent trains and buses during rush	
and character of this city. WMATA leadership can do better. Operating Budget, Management and Spending Many people such as myself rely on public transportation to go to our jobs, our schools, and run day-to- day errands. The budget cuts for the metro service are unacceptable. Increased fare and reduced stations and routes puts an undue burden on low socioeconomic communities. I do not have a car nor drive so how am I supposed to get around the city? After Covid, the city has struggled to restore its business and vitality. Most people work from home which hurts local businesses and creates a sense of loneliness. With these proposed changes, the current problems will only worsen. You are what you eat. If public transport service deteriorates: ridership will continue to go down. I hope the impact on the overall economy and accessibility regionally is taken into consideration! Ketro and buses should be free to DC residents and WMATA should act in a way to make that possible without jeopardizing service. Virginia and Maryland have a responsibility to contribute more heavily to	these major cuts? This feels like poor planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations should not be considered for closure - they are new! Many communities are not even connected to these stations by walking paths or bike lanes (I personally live right near Innovation Metro Station, but the path is blocked by trees). 3. Reducing reliability of the metro will not promote ridership, please ensure that there are frequent trains and buses during rush hours. This is critical. 4. Invest in the communities around metro stations (not necessarily in money but in partnership and advocacy) - be on TOP of Bowser to bring these issues to the forefront, bother her until she listens and takes the time to understand these issues, think outside the box to solve these	
Many people such as myself rely on public transportation to go to our jobs, our schools, and run day-to- day errands. The budget cuts for the metro service are unacceptable. Increased fare and reduced stations and routes puts an undue burden on low socioeconomic communities. I do not have a car nor drive so how am I supposed to get around the city? After Covid, the city has struggled to restore its business and vitality. Most people work from home which hurts local businesses and creates a sense of loneliness. With these proposed changes, the current problems will only worsen. Operating Budget, Management and Spending You are what you eat. If public transport service deteriorates: ridership will continue to go down. I hope the impact on the overall economy and accessibility regionally is taken into consideration! Metro Access Stop fare evasion on buses and metro rail. I see it everytime I ride either. Worst on the buses. Please make sure this surveys reaches as many people as possible who migh the affected! Mitchul jeopardizing service. Virginia and Maryland have a responsibility to contribute more heavily to	these major cuts? This feels like poor planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations should not be considered for closure - they are new! Many communities are not even connected to these stations by walking paths or bike lanes (I personally live right near Innovation Metro Station, but the path is blocked by trees). 3. Reducing reliability of the metro will not promote ridership, please ensure that there are frequent trains and buses during rush hours. This is critical. 4. Invest in the communities around metro stations (not necessarily in money but in partnership and advocacy) - be on TOP of Bowser to bring these issues to the forefront, bother her until she listens and takes the time to understand these issues, think outside the box to solve these problems, invest in your staff to solve these issues EQUITABLY, and protect the people in this	
day errands. The budget cuts for the metro service are unacceptable. Increased fare and reduced stations and routes puts an undue burden on low socioeconomic communities. I do not have a car nor drive so how an I supposed to get around the city? After Covid, the city has struggled to restore its business and vitality. Most people work from home which hurts local businesses and creates a sense of loneliness. With these proposed changes, the current problems will only worsen. Operating Budget, Management and Spending You are what you eat. If public transport service deteriorates: ridership will continue to go down. I MetroAccess Stop fare evasion on buses and metro rail. I see it everytime I ride either. Worst on the buses. Bus Service Please make sure this surveys reaches as many people as possible who might be affected1 Miscellaneous without jeopardizing service. Virginia and Maryland have a responsibility to contribute more heavily to Miscellaneous	these major cuts? This feels like poor planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations should not be considered for closure - they are new! Many communities are not even connected to these stations by walking paths or bike lanes (I personally live right near Innovation Metro Station, but the path is blocked by trees). 3. Reducing reliability of the metro will not promote ridership, please ensure that there are frequent trains and buses during rush hours. This is critical. 4. Invest in the communities around metro stations (not necessarily in money but in partnership and advocacy) - be on TOP of Bowser to bring these issues to the forefront, bother her until she listens and takes the time to understand these issues, think outside the box to solve these problems, invest in your staff to solve these issues EQUITABLY, and protect the people in this community that rely on the metro. These decisions will impact not only your budget, but the culture	
stations and routes puts an undue burden on low socioeconomic communities. I do not have a car nor drive so how am I supposed to get around the city? After Covid, the city has struggled to restore its business and vitality. Most people work from home which hurts local businesses and creates a sense of loneliness. With these proposed changes, the current problems will only worsen. Operating Budget, Management and Spending You are what you eat. If public transport service deteriorates: ridership will continue to go down. I hope the impact on the overall economy and accessibility regionally is taken into consideration! MetroAccess Stop fare evasion on buses and metro rail. I see it everytime I ride either. Worst on the buses. Please make sure this surveys reaches as many people as possible who might be affected! Miscellaneous Metro and busses should be free to DC residents and WMATA should act in a way to make that possible without jeopardizing service. Virginia and Maryland have a responsibility to contribute more heavily to	these major cuts? This feels like poor planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations should not be considered for closure - they are new! Many communities are not even connected to these stations by walking paths or bike lanes (I personally live right near Innovation Metro Station, but the path is blocked by trees). 3. Reducing reliability of the metro will not promote ridership, please ensure that there are frequent trains and bused during rush hours. This is critical. 4. Invest in the communities around metro stations (not necessarily in money but in partnership and advocacy) - be on TOP of Bowser to bring these issues to the forefront, bother her until she listens and takes the time to understand these issues, think outside the box to solve these problems, invest in your staff to solve these decisions will impact not only your budget, but the culture and character of this city. WMATA leadership can do better.	Operating Budget, Management and Spending
drive so how am I supposed to get around the city? After Covid, the city has struggled to restore its business and vitality. Most people work from home which hurts local businesses and creates a sense of loneliness. With these proposed changes, the current problems will only worsen. Ore are the supposed to use the impact on the overall economy and accessibility regionally is taken into consideration! MetroAccess You are what you eat. If public transport service deteriorates: ridership will continue to go down. I hope the impact on the overall economy and accessibility regionally is taken into consideration! MetroAccess You are what surveys reaches as many people as possible who might be affected! Miscellaneous Mittor and buses should be free to DC residents and WMATA should act in a way to make that possible without jeopardizing service. Virginia and Maryland have a responsibility to contribute more heavily to the service of the service. Service free the service of t	these major cuts? This feels like poor planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations should not be considered for closure - they are new! Many communities are not even connected to these stations by walking paths or bike lanes (I personally live right near Innovation Metro Station, but the path is blocked by trees). 3. Reducing reliability of the metro will not promote ridership, please ensure that there are frequent trains and buses during rush hours. This is critical. 4. Invest in the communities around metro stations (not necessarily in money but in partnership and advocacy) - be on TOP of Bowser to bring these issues to the forefront, bother her until she listens and takes the time to understand these issues, think outside the box to solve these problems, invest in your staff to solve these lessues EQUITABLY, and protect the people in this community that rely on the metro. These decisions will impact not only your budget, but the culture and character of this city. WMATA leadership can do better. Many people such as myself rely on public transportation to go to our jobs, our schools, and run day-to-	Operating Budget, Management and Spending
business and vitality. Most people work from home which hurts local businesses and creates a sense of loneliness. With these proposed changes, the current problems will only worsen. Operating Budget, Management and Spending You are what you eat. If public transport service deteriorates: ridership will continue to go down. I hope the impact on the overall economy and accessibility regionally is taken into consideration! MetroAccess Stop fare evasion on buses and metro rail. I see it everytime I ride either. Worst on the buses. Bus Service Please make sure this surveys reaches as many people as possible who might be affected! Miscellaneous Wethout jeopardizing service. Virginia and Maryland have a responsibility to contribute more heavily to	these major cuts? This feels like poor planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations should not be considered for closure - they are new! Many communities are not even connected to these stations by walking paths or bike lanes (I personally live right near Innovation Metro Station, but the path is blocked by trees). 3. Reducing reliability of the metro will not promote ridership, please ensure that there are frequent trains and buses during rush hours. This is critical. 4. Invest in the communities around metro stations (not necessarily in money but in partnership and advocacy) - be on TOP of Bowser to bring these issues to the forefront, bother her until she listens and takes the time to understand these issues, think outside the box to solve these problems, invest in your staff to solve these issues EQUITABLY, and protect the people in this community that rely on the metro. These decisions will impact not only your budget, but the culture and character of this city. WMATA leadership can do better. Many people such as myself rely on public transportation to go to our jobs, our schools, and run day-to- day errands. The budget cuts for the metro service are unacceptable. Increased fare and reduced	Operating Budget, Management and Spending
You are what you eat. If public transport service deteriorates: ridership will continue to go down. I MetroAccess hope the impact on the overall economy and accessibility regionally is taken into consideration! MetroAccess Stop fare evasion on buses and metro rail. I see it everytime I ride either. Worst on the buses. Bus Service Please make sure this surveys reaches as many people as possible who might be affected! Miscellaneous Metro and busses should be free to DC residents and WMATA should act in a way to make that possible without jeopardizing service. Virginia and Maryland have a responsibility to contribute more heavily to	these major cuts? This feels like poor planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations should not be considered for closure - they are new! Many communities are not even connected to these stations by walking paths or bike lanes (I personally live right near Innovation Metro Station, but the path is blocked by trees). 3. Reducing reliability of the metro will not promote ridership, please ensure that there are frequent trains and buses during rush hours. This is critical. 4. Invest in the communities around metro stations (not necessarily in money but in partnership and advocacy) - be on TOP of Bowser to bring these issues to the forefront, bother her until she listens and takes the time to understand these issues, think outside the box to solve these problems, invest in your staff to solve these lessues EQUITABLY, and protect the people in this community that rely on the metro. These decisions will impact not only your budget, but the culture and character of this city. WMATA leadership can do better. Many people such as myself rely on public transportation to go to our jobs, our schools, and run day-to-	Operating Budget, Management and Spending
hope the impact on the overall economy and accessibility regionally is taken into consideration! MetroAccess Stop fare evasion on buses and metro rail. I see it everytime I ride either. Worst on the buses. Bus Service Please make sure this surveys reaches as many people as possible who might be affected! Miscellaneous Metro and buses should be free to DC residents and WMATA should act in a way to make that possible without jeopardizing service. Virginia and Maryland have a responsibility to contribute more heavily to	these major cuts? This feels like poor planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations should not be considered for closure - they are new! Many communities are not even connected to these stations by walking paths or bike lanes (I personally live right near Innovation Metro Station, but the path is blocked by trees). 3. Reducing reliability of the metro will not promote ridership, please ensure that there are frequent trains and buses during rush hours. This is critical. 4. Invest in the communities around metro stations (not necessarily in money but in partnership and advocacy) - be on TOP of Bowser to bring these issues to the forefront, botther her until she listens and takes the time to understand these issues, think outside the box to solve these problems, invest in your staff to solve these issues EQUITABLY, and protect the people in this community that rely on the metro. These decisions will impact not only your budget, but the culture and character of this city. WMATA leadership can do better. Many people such as myself rely on public transportation to go to our jobs, our schools, and run day-to-day errands. The budget cuts for the metro service are unacceptable. Increased fare and reduced stations and routes puts an undue burden on low socioeconomic communities. I do not have a car nor drive so how am I supposed to get around the city? After Covid, the city has struggled to restore its business and vitality. Most people work from home which hurts local businesses and creates a sense of	
Stop fare evasion on buses and metro rail. I see it everytime I ride either. Worst on the buses. Bus Service Please make sure this surveys reaches as many people as possible who might be affected! Miscellaneous Metro and busses should be free to DC residents and WMATA should act in a way to make that possible without jeopardizing service. Virginia and Maryland have a responsibility to contribute more heavily to Bus Service	these major cuts? This feels like poor planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations should not be considered for closure - they are new! Many communities are not even connected to these stations by walking paths or bike lanes (I personally live right near Innovation Metro Station, but the path is blocked by trees). 3. Reducing reliability of the metro will not promote ridership, please ensure that there are frequent trains and buses during rush hours. This is critical. 4. Invest in the communities around metro stations, fort necessarily in money but in partnership and advocacy) - be on TOP of Bowser to bring these issues to the forefront, bother her until she listens and takes the time to understand these issues, think outside the box to solve these problems, invest in your staff to solve these issues EQUITABLY, and protect the people in this community that rely on the metro. These decisions will impact not only your budget, but the culture and character of this city. WMATA leadership can do better. Many people such as myself rely on public transportation to go to our jobs, our schools, and run day-to-day errands. The budget cuts for the metro service are unacceptable. Increased fare and reduced stations and routes puts an undue burden on low socioeconomic communities. I do not have a car nor drive so how am I supposed to get around the city? After Covid, the city has struggled to restore its business and vitality. Most people work from home which hurts local businesses and creates a sense of loneliness. With these proposed changes, the current problems will only worsen.	
Please make sure this surveys reaches as many people as possible who might be affected! Miscellaneous Metro and busses should be free to DC residents and WMATA should act in a way to make that possible Miscellaneous without jeopardizing service. Virginia and Maryland have a responsibility to contribute more heavily to Image: Control of the service of the	these major cuts? This feels like poor planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations should not be considered for closure - they are new! Many communities are not even connected to these stations by walking paths or bike lanes (I personally live right near Innovation Metro Station, but the path is blocked by trees). 3. Reducing reliability of the metro will not promote ridership, please ensure that there are frequent trains and bused during rush hours. This is critical. 4. Invest in the communities around metro stations (not necessarily in money but in partnership and advocacy) - be on TOP of Bowser to bring these issues to the forefront, bother her until she listens and takes the time to understand these issues, think outside the box to solve these problems, invest in your staff to solve these decisions will impact not ny your budget, but the culture and character of this city. WMATA leadership can do better. Many people such as myself rely on public transportation to go to our jobs, our schools, and run day-to-day errands. The budget cuts for the metro service are unacceptable. Increased fare and reduced stations and routes puts an undue burden on low socioeconomic communities. I do not have a car nor drive so how am I supposed to get around the city? After Covid, the city has struggled to restore its business. With these proposed changes, the current problems will only wores. You are what you eat. If public transport service deteriorates: ridership will continue to go down. I	Operating Budget, Management and Spending
Metro and busses should be free to DC residents and WMATA should act in a way to make that possible without jeopardizing service. Virginia and Maryland have a responsibility to contribute more heavily to	these major cuts? This feels like poor planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations should not be considered for closure - they are new! Many communities are not even connected to these stations by walking paths or bike lanes (I personally live right near Innovation Metro Station, but the path is blocked by trees). 3. Reducing reliability of the metro will not promote ridership, please ensure that there are frequent trains and buses during rush hours. This is critical. 4. Invest in the communities around metro stations (not necessarily in momey but in partnership and advocacy) - be on TOP of Bowser to bring these issues to the forefront, botther her until she listens and takes the time to understand these issues, think outside the box to solve these problems, invest in your staff to solve these lesions will impact not only your budget, but the culture and character of this city. WMATA leadership can do better. Many people such as myself rely on public transportation to go to our jobs, our schools, and run day-to-day errands. The budget cuts for the metro service are unacceptable. Increased fare and reduced stations and routes puts an undue burden on low socioeconomic communities. I do not have a car nor drive so how am I supposed to get around the city? After Covid, the city has struggled to restore its business and vitality. Most people work from home which hurts local businesses and creates a sense of loneliness. With these proposed changes, the current problems will only worsen. You are what you eat. If public transport service deteriorates: ridership will continue to go down. I hope the impact on the overall economy and accessibility regionally is taken into consideration!	Operating Budget, Management and Spending MetroAccess
	these major cuts? This feels like poor planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations should not be considered for closure - they are new Many communities are not even connected to these stations by walking paths or bike lanes (I personally live right near Innovation Metro Station, but the path is blocked by trees). 3. Reducing reliability of the metro will not promote ridership, please ensure that there are frequent trains and buses during rush hours. This is critical. 4. Invest in the communities around metro stations (not necessarily in money but in partnership and advocacy) - be on TOP of Bowser to bring these issues to the forefront, botther her until she listens and takes the time to understand these issues, think outside the box to solve these problems, invest in your staff to solve these issues EQUITABLY, and protect the people in this community that rely on the metro. These decisions will impact not only your budget, but the culture and character of this city. WMATA leadership can do better. Many people such as myself rely on public transportation to go to our jobs, our schools, and run day-to-day errands. The budget cuts for the metro service are unacceptable. Increased fare and reduced stations and routes puts an undue burden on low socioeconomic communities. I do not have a car nor drive so how and I supposed to get around the city? After Covid, the city has struggled to restore its business and vitality. Most people work from home which hurts local businesses and creates a sense of loneliness. With these proposed changes, the current problems will only ovrsen. You are what you eat. If public transport service deteriorates: ridership will continue to go down. I hope the impact on the overall economy and accessibility regionally is taken into consideration! Stop fare evasion on buses and metro rail. I see it everytime I ride either. Worst on the buses.	Operating Budget, Management and Spending MetroAccess Bus Service
the budget given usership from MD and VA commuters. Operating Budget, Management and Spending	these major cuts? This feels like poor planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations should not be considered for closure - they are new! Many communities are not even connected to these stations by walking paths or bike lanes (I personally live right near Innovation Metro Station, but the path is blocked by trees). 3. Reducing reliability of the metro will not promote ridership, please ensure that there are frequent trains and buses during rush hours. This is critical. 4. Invest in the communities around metro stations (not necessarily in money but in partnership and advocacy) - be on TOP of Bowser to bring these issues to the forefront, bother her until she listens and takes the time to understand these issues, think outside the box to solve these problems, invest in your staff to solve these lesues EQUITABLY, and protect the people in this community that rely on the metro. These decisions will impact not only your budget, but the culture and character of this city. WMATA leadership can do better. Many people such as myself rely on public transportation to go to our jobs, our schools, and run day-to- day errands. The budget cuts for the metro service are unacceptable. Increased fare and reduced stations and routes puts an undue burden on low socioeconomic communities. I do not have a car nor drive so how am I supposed to get around the city? After Covid, the city has struggled to restore its business and vitality. Most people work from home which hurts local businesses and creates a sense of loneliness. With these proposed changes, the current problems will only worsen. You are what you eat. If public transport service deteriorates: ridership will continue to go down. I hope the impact on the overall economy and accessibility regionally is taken into consideration! Stop fare evasion on buses and metro rail. I see it everytime I ride either. Worst on the buses. Please make sure this survery reaches as amany people as possible who might be affected!	Operating Budget, Management and Spending MetroAccess Bus Service
	these major cuts? This feels like poor planning and poor transparency on the decision-making process here. 2. Poor ridership on new stations should not be considered for closure - they are new! Many communities are not even connected to these stations by walking paths or bike lanes (I personally live right near Innovation Metro Station, but the path is blocked by trees). 3. Reducing reliability of the metro will not promote ridership, please ensure that there are frequent trains and buses during rush hours. This is critical. 4. Invest in the communities around metro stations (not necessarily in money but in partnership and advocacy) - be on TOP of Bowser to bring these issues to the forefront, botther her until she listens and takes the time to understand these issues, think outside the box to solve these problems, invest in your staff to solve these issues EQUITABLY, and protect the people in this community that rely on the metro. These decisions will impact not only your budget, but the culture and character of this city. WMATA leadership can do better. Many people such as myself rely on public transportation to go to our jobs, our schools, and run day-to- day errands. The budget cuts for the metro service are unacceptable. Increased fare and reduced stations and routes puts an undue burden on low socioeconomic communities. I do not have a car nor drive so how am I supposed to get around the city? After Covid, the city has struggled to restore its business and vitality. Most people work from home which hurts local businesses and creates a sense of loneliness. With these proposed changes, the current problems will only worsen. You are what you eat. If public transport service deteriorates: ridership will continue to go down. I hope the impact on the overall economy and accessibility regionally is taken into consideration! Stop fare evasion on buses and metro rail. I see it everytime I ride either. Worst on the buses. Please make sure this surveys reaches as many people as possible who migh the affected! Metro	Operating Budget, Management and Spending MetroAccess Bus Service Miscellaneous

Comment	Category
As both a student and resident at American University who lives near Cathedral Heights, please do NOT cut the N2, N6, N4 weekend service. It is already difficult enough to rely on public transit, to cut these	
services would greatly limit the ability of residents to go out during the weekend. Additionally, I	
anticipate people would be more likely to rely on ride share services and independent automobiles to	
get around on the weekends, making weekend traffic even more of a nightmare.	Bus Service
Thank you for the help you provide with public transportation because there are those of us who have	Missellappour
no way to get to our jobs or medical appointments. You help us a lot; thank you. Both bus and rail are vital services in the district and surrounding cities. Current users having to find	Miscellaneous
alternative methods of transit will only make traffic worse. Users of WMATA and non-users alike should	
support fully funding the system.	Bus Service
Before increasing fares, Metro must answer a very simple question: why should I pay for Metrorail	
when every time I take the Metro I see someone go through the fare gate without paying and Metro	
employees don't do anything about it? The more Metro increases fares, the more likely I am to just stop paying altogether as there is clearly no serious consequence. If everyone who rides Metrorail paid,	
prehaps we would not need a fare increase. But they do not, so those who pay are being asked to	
subsidize others. Metro's budget should focus on combatting fare evasion through more of the taller	
fare gates, increased security, and getting the DC government to take it seriously with penalties.	Operating Budget, Management and Spending
Decreasing the frequency of bus and rail times would drastically impact the people that use these systems as their sole method of transportation. As a person who depends on the system to get to	
college, I beg that you take into consideration the citizens that depends on the system to get to	
livelihood. Especially people with unconventional working hours(past 10pm). I often use the buses past	
this time and these cuts would leave me stranded at night. I am a young woman that would be in	
constant danger if these cuts were made.	Bus Service
I want my taxes spent on the metro rail system. Creating further incentives/dissentives for people to	
choose the rails over driving would be preferable to service cuts. If you don?t work/live in DC maybe you pay a toll to drive instead of parking and taking the train	Bus Service
budget cut :(fare too high :(Operating Budget, Management and Spending
PLEASE keep weekend service of the 62 and 63 routes	Bus Service
The proposed bus lines cuts to force people to use metro rail is disappointing. They add to commuting	
time with transfers and will lead to increased car use and traffic. In many cases you?re forcing people to make multiple transfers which is frustrating cause the last thing people want to do after a long day is	
wait a half hour for a bus after the metro.	Bus Service
Please remember that low income folks also need to get to high income places to work.	Miscellaneous
Service cuts will greatly impact those commuting to and from work. Caution should be used when	
adressing shortfalls in that manner	Bus Service
Consider larger fare hikes for longer train trips, while keeping base price at or near current rates. Suburban residents who commute into DC for work are generally better able to pay higher fares. Those	
who live in the city and rely on the train for mobility throughout their lives are also the people less able	
to pay higher fares.	Fares/Fees/Parking
These all seem like pretty awful ideas that will disproportionately impact low income people.	Miscellaneous
I agree with Randy that we need a region-wide transit tax to fund Metro - the current funding structure	Consider Durdwork
is asinine. Increasing park and ride fare and parking costs will further decrease weekday use of the metro. In many	Capital Budget
cases the cost of a parking lot already rivals the cost of fare.	Fares/Fees/Parking
Please don?t make cuts and if you increase fares (which I support) please make it easier for people who	
can?t afford the fares to still use bus/metro.	Bus Service
If Metro Rail starts closing stations or reducing hours and frequency of trains, it will put itself onto a death spiral. People will find alternatives.	Bus Service
Keep moving us safely throughout the DMV area and thanks for the rides	Fare Evasion/Safety/Crime
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower	
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea	
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t	
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea	
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It?s just a waste of money, albeit an	
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It?s just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hiring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don?t close stations in DC. Virginia and Maryland, fine, but those low ridership stations like deadwood and	
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It's just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hiring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don?t close stations in DC. Virginia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their	Fare Evasion/Safety/Crime
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It's just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hiring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don?t close stations in DC. Virginia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their stations is not the answer even if it costs more.	Fare Evasion/Safety/Crime Operating Budget, Management and Spending
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It's just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hiring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don?t close stations in DC. Virginia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their	Fare Evasion/Safety/Crime
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It's just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hiring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don't close stations in DC. Virginia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their stations is not the answer even if it costs more. Excrease fair not service Recognizing the serious challenges ahead, I think overall the narrative of decreasing service to make the budget balance is the opposite of the direction the region needs to go in supporting a vital	Fare Evasion/Safety/Crime Operating Budget, Management and Spending
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It's just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hirring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don't close stations in DC. Virginia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their stations is not the answer even if it costs more. Excrease fair not service Recognizing the serious challenges ahead, I think overall the narrative of decreasing service to make the budget balance is the opposite of the direction the region needs to go in supporting a vital transportation network. Would like to see how Metro is working to find administrative and other	Fare Evasion/Safety/Crime Operating Budget, Management and Spending Service Levels
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It's just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hiring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don't close stations in DC. Virginia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their stations is not the answer even if it costs more. Excrease fair not service Recognizing the serious challenges ahead, I think overall the narrative of decreasing service to make the budget balance is the opposite of the direction the region needs to go in supporting a vital transportation network. Would like to see how Metro is working to find administrative and other efficiencies alongside these proposals too.	Fare Evasion/Safety/Crime Operating Budget, Management and Spending
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It's just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hirring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don?t close stations in DC. Virginia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their stations is not the answer even if it costs more. Excrease fair not service Recognizing the serious challenges ahead, I think overall the narrative of decreasing service to make the budget balance is the opposite of the direction the region needs to go in supporting a vital transportation network. Would like to see how Metro is working to find administrative and other efficiencies alongside these proposite so.	Fare Evasion/Safety/Crime Operating Budget, Management and Spending Service Levels
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It's just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hiring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don't close stations in DC. Virginia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their stations is not the answer even if it costs more. Excrease fair not service Recognizing the serious challenges ahead, I think overall the narrative of decreasing service to make the budget balance is the opposite of the direction the region needs to go in supporting a vital transportation network. Would like to see how Metro is working to find administrative and other efficiencies alongside these proposals too.	Fare Evasion/Safety/Crime Operating Budget, Management and Spending Service Levels
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It?s just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hiring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don?t close stations is nD C. Virginia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their stations is not the answer even if it costs more. Excrease fair not service Recognizing the serious challenges ahead, I think overall the narrative of decreasing service to make the budget balance is the opposite of the direction the region needs to go in supporting a vital transportation network. Would like to see how Metro is working to find administrative and other efficiencies alongside these proposals too. While I understand the budget deficit is high, cutting service may alleviate this problem in the short term but aggravate it in the long. If buses and trains aren?t convenient, riders aren?t likely to continue using the system. Lower ridership will expound the budget deficit. Higher fares are painful for a time but are worth it to keep the convenience. The proposal to cut the D2 route is especially concerning	Fare Evasion/Safety/Crime Operating Budget, Management and Spending Service Levels
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It's just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hirring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don?t close stations in DC. Virginia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their stations is not the answer even if it costs more. Excrease fair not service Recognizing the serious challenges ahead, I think overall the narrative of decreasing service to make the budget balance is the opposite of the direction the region needs to go in supporting a vital transportation network. Would like to see how Metro is working to find administrative and other efficiencies alongside these proposals too. While I understand the budget deficit is high, cutting service may alleviate this problem in the short term but aggravate it in the long. If buses and trains aren?t convenient, riders aren?t likely to continue using the system. Lower ridership will expound the budget deficit. Higher fares are parely like to time using the system. Lower ridership will expound the budget deficit. Brigher fares are parely like to get to work every day and so do countless other people considering it?s packed	Fare Evasion/Safety/Crime Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It's just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hiring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don't close stations in DC. Virginia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their stations is not the answer even if it costs more. Excrease fair not service Recognizing the serious challenges ahead, I think overall the narrative of decreasing service to make the budget balance is the opposite of the direction the region needs to go in supporting a vital transportation network. Would like to see how Metro is working to find administrative and other efficiencies alongside these proposals too. While I understand the budget budget to sign san?t convenient, riders aren?t likely to continue using the system. Lower ridership will expound the budget deficit. Higher fares are aren?t likely to continue using the system. Lower ridership will expound the budget deficit. Higher fares are painful for a time but are worth it to keep the convenience. The proposal to cut the D2 route is especially concerning given that I use it to get to work every day and so do countless other people considering it's packed like sardines during rush hour. That's not even to mention the number of children who take it to get to	Fare Evasion/Safety/Crime Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending Operating Budget, Management and Spending
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It?s just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hiring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don?t close stations in DC. Virginia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their stations is not the answer even if it costs more. Excrease fair not service Recognizing the serious challenges ahead, I think overall the narrative of decreasing service to make the budget balance is the opposite of the direction the region needs to go in supporting a vital transportation network. Would like to see how Metro is working to find administrative and other efficiencies alongside these proposals too. While I understand the budget deficit is high, cutting service may alleviate this problem in the short term but aggravate it in the long. If bues and trains aren?t convenient, riders aren?t likely to continue using the system. Lower ridership will expound the budget deficit. Higher fares are painful for a time but are worth it to get to work every day and so do countless other people considering it? spacked like sardines who chart is not even to meet not member of children who take it to get to work every day and so do countless other people considering it?s packed like sardines during rush hour. That?s not even to mention the number of children who take it to get to work every day and so do countless other people considering it?s packed like sardines during rush hour. That?s not even to mention the number of children	Fare Evasion/Safety/Crime Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It's just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hiring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don't close stations in DC. Virginia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their stations is not the answer even if it costs more. Excrease fair not service Recognizing the serious challenges ahead, I think overall the narrative of decreasing service to make the budget balance is the opposite of the direction the region needs to go in supporting a vital transportation network. Would like to see how Metro is working to find administrative and other efficiencies alongside these proposals too. While I understand the budget budget to sign san?t convenient, riders aren?t likely to continue using the system. Lower ridership will expound the budget deficit. Higher fares are aren?t likely to continue using the system. Lower ridership will expound the budget deficit. Higher fares are painful for a time but are worth it to keep the convenience. The proposal to cut the D2 route is especially concerning given that I use it to get to work every day and so do countless other people considering it's packed like sardines during rush hour. That's not even to mention the number of children who take it to get to	Fare Evasion/Safety/Crime Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending Operating Budget, Management and Spending
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It's just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hiring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don't close stations in DC. Virginia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their stations is not the answer even if it costs more. Excrease fair not service Recognizing the serious challenges ahead, I think overall the narrative of decreasing service to make the budget balance is the opposite of the direction the region needs to go in supporting a vital transportation network. Would like to see how Metro is working to find administrative and other efficiencies alongside these proposals too. While I understand the budget belicit is high, cutting service may alleviate this problem in the short term but aggravate it in the long. If buses and trains aren?t convenient, riders aren?t likely to continue using the system. Lower ridership will expound the budget deficit. Higher fares are painful for a time but are worth it to keep the convenience. The proposal to cut the D2 route is especially concerning given that I use it to get to work every day and so do countless other people considering it?s packed like ardines during rush hour. That?s not even to mention the number of children who take it to get to Need more train on the orange line and need more driver on the bus for 112. Quit wasting money on police! They don't do anything but sit on their phones all day! Quit wasting good money on fare evasion! It's not	Fare Evasion/Safety/Crime Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fare Evasion/Safety/Crime Miscellaneous
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It?s just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hirring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don?t close stations is nD C. Virginia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their stations is not the answer even if it costs more. Excrease fair not service Recognizing the serious challenges ahead, I think overall the narrative of decreasing service to make the budget balance is the opposite of the direction the region needs to go in supporting a vital transportation network. Would like to see how Metro is working to find administrative and other efficiencies alongside these proposals too. While I understand the budget deficit is high, cutting service may alleviate this problem in the short term but aggravate it in the long. If buses and trains aren?t convenient, riders aren?t likely to continue using the system. Lower ridership will expound the budget deficit. Higher fares are painful for a time but are worth it to keep the convenience. The proposal to cut the D2 route is especially concerning given that I use it to get to work every day and so do countless other people considering it?s packed like sardines during rush hour. That?s not even to mention the number of children who take it to get to work every day and so do countless other people considering it?s packed like asdines during rush hour. That?s not even to mention the number of children who take it to get to work every day and so do countles	Fare Evasion/Safety/Crime Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It?s just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hirring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don?t close stations in DC. Virgnia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their stations is not the answer even if it costs more. Excrease fair not service Recognizing the serious challenges ahead, I think overall the narrative of decreasing service to make the budget balance is the opposite of the direction the region needs to go in supporting a vital transportation network. Would like to see how Metro is working to find administrative and other efficiencies alongside these proposals too. While I understand the budget deficit is high, cutting service may alleviate this problem in the short term but aggravate it in the long. If buses and trains aren?t convenient, riders aren?t likely to continue using the system. Lower ridership will expound the budget deficit. Higher fares are peilel low to take it to get to work every day and so do countless other people considering it?s packed like sardines during rush hour. That?s not even to mention the number of children who take it to get to work every day and so do countless other people considering it?s packed like sardines during rush hour. That?s not even to mention the number of children who take it to get to work every day and so do countless other people considering it?s packed like sardines during rush hour. That?s not even to mention the number of childre	Fare Evasion/Safety/Crime Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fare Evasion/Safety/Crime Miscellaneous
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It?s just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hiring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don?t close stations in DC. Virginia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their stations is not the answer even if it costs more. Excrease fair not service Recognizing the serious challenges ahead, I think overall the narrative of decreasing service to make the budget balance is the opposite of the direction the region needs to go in supporting a vital transportation network. Would like to see how Metro is working to find administrative and other efficiencies alongside these proposals too. While I understand the budget deficit is high, cutting service may alleviate this problem in the short term but aggravate it in the long. If buses and trains aren?t convenient, riders aren?t likely to continue using the system. Lower ridership will expound the budget deficit. Higher fares are painful for a time but are worth it to keep the convenience. The proposal to cut the D2 route is especially concerning given that I use it to get to work every day and so do countless other people considering it? s packed like sardines during rush hour. That?s not even to mention the number of children who take it to get to Meet on't do anything but sit on their phones all day! Quit wasting good money on fare evasion! It's not worth it! Don't cut service, that's a death spira!! Line 8 in Maryland is allways empty. Please don?t dec	Fare Evasion/Safety/Crime Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fare Evasion/Safety/Crime Miscellaneous
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It?s just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hirring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don?t close stations in DC. Virginia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their stations is not the answer even if it costs more. Excrease fair not service Recognizing the serious challenges ahead, I think overall the narrative of decreasing service to make the budget balance is the opposite of the direction the region needs to go in supporting a vital transportation network. Would like to see how Metro is working to find administrative and other efficiencies alongside these proposals too. While I understand the budget deficit is high, cutting service may alleviate this problem in the short term but aggravate it in the long. If buses and trains aren?t convenient, riders aren?t likely to continue using the system. Lower ridership will expound the budget deficit. Higher fares are peilelly concerning given that I use it to get to work every day and so do countless other people considering it?s packed like sardines during rush hour. That?s not even to mention the number of children who take it to get to Quit wasting good money on police! They don't do anything but sit on their phones all day! Quit wasting good money on police! They don't do anything but sit on their phones all day! Quit wasting good money on police! They don't do anything but sit on the real spiral! Line 8 in Maryland is allways empty. Plea	Fare Evasion/Safety/Crime Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fare Evasion/Safety/Crime Miscellaneous
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It?s just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hiring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don?t close stations in DC. Virgnia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their stations is not the answer even if it costs more. Excrease fair not service Recognizing the serious challenges ahead, I think overall the narrative of decreasing service to make the budget balance is the opposite of the direction the region needs to go in supporting a vital transportation network. Would like to see how Metro is working to find administrative and other efficiencies alongside these proposals too. While I understand the budget deficit is high, cutting service may alleviate this problem in the short term but aggravate it in the long. If buses and trains aren?t convenient, riders aren?t likely to continue using the system. Lower ridership will expound the budget deficit. Higher fares are painful for a time but are worth it to keep the convenience. The proposal to cut the D2 route is especially concerning given that I use it to get to work every day and so do countless other people considering it?s packed like sardines during rush hour. That?s not even to mention the number of children who take it to get to Quit wasting good money on police! They don't do anything but sit on their phones all day! Quit wasting good money on pare evasion! It's not worth it! Don't cut service, that's a death spira!! Line 8 in Maryland	Fare Evasion/Safety/Crime Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fare Evasion/Safety/Crime Miscellaneous Bus Service Bus Service Bus Service
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It?s just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hiring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don?t close stations in DC. Virginia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their stations is not the answer even if it costs more. Excrease fair not service Recognizing the serious challenges ahead, I think overall the narrative of decreasing service to make the budget balance is the opposite of the direction the region needs to go in supporting a vital transportation network. Would like to see how Metro is working to find administrative and other efficiencies alongside these proposals too. While I understand the budget deficit is high, cutting service may alleviate this problem in the short term but aggravate it in the long. If buses and trains aren?t convenient, riders aren?t likely to continue using the system. Lower ridership will expound the budget deficit. Higher fares are painful for a time bud are worth it to keep the convenience. The proposal to cut the D2 route is especially concerning given that I use it to get to work every day and so do countless other people considering it's packed like sardines during rush hour. That?s not even to mention the inpones all day! Quit wasting good money on fare evasion! It's not worth it! Don't cut service, that's a death spira!! Line 8 in Maryland is allways empty. Please don?t decrease frequency of popular service lines and of bus 16Y Please don?t decrease te	Fare Evasion/Safety/Crime Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fare Evasion/Safety/Crime Miscellaneous Bus Service Bus Service Bus Service
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It?s just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hirring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don?t close stations in DC. Virginia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their stations is not the answer even if it costs more. Excrease fair not service Recognizing the serious challenges ahead, I think overall the narrative of decreasing service to make the budget balance is the opposite of the direction the region needs to go in supporting a vital transportation network. Would like to see how Metro is working to find administrative and other efficiencies alongside these proposals too. While I understand the budget deficit is high, cutting service may alleviate this problem in the short term but aggravate it in the long. If buses and trains aren?t convenient, riders aren?t likely to continue using the system. Lower ridership will evolund the budget deficit. Higher fares are painful for a time but are worth it to keep the convenience. The proposal to cut the D2 route is especially concerning given that I use it to get to work every day and so do countless other people considering it?s packed like sardines during rush hour. That?s not even to mention the number of children who take it to get to work every day and so do countless other people considering it?s packed like adminer using the system. Lower ridership will but are worthe the borget ID2. Quit wasting money on police! They don't do anything bu	Fare Evasion/Safety/Crime Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fare Evasion/Safety/Crime Miscellaneous Bus Service Bus Service Bus Service
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It?s just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hiring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don?t close stations in DC. Virginia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their stations is not the answer even if it costs more. Excrease fair not service Recognizing the serious challenges ahead, I think overall the narrative of decreasing service to make the budget balance is the opposite of the direction the region needs to go in supporting a vital transportation network. Would like to see how Metro is working to find administrative and other efficiencies alongside these proposals too. While I understand the budget deficit is high, cutting service may alleviate this problem in the short term but aggravate it in the long. If buses and trains aren?t convenient, riders aren?t likely to continue using the system. Lower ridership will expound the budget deficit. Higher fares are painful for a time but are worth it to keep the convenience. The proposal to cut the D2 route is especially concerning given that I use it to get to work every day and so do countless other people considering it?s packed like sardines during rush hour. That?s not even to mention the inpones all day! Quit wasting good money on fare evasion! It's not worth it! Don't du service, that's a death spira!! Line 8 in Maryland is allways empty. Please don?t decrease frequency of popular service lines and of bus 16Y Please don?t decrease ter	Fare Evasion/Safety/Crime Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fare Evasion/Safety/Crime Miscellaneous Bus Service Bus Service Bus Service
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It?s just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hirring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don?t close stations in DC. Virginia and Maryland, fine, but those low ridership stations fike deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their stations is not the answer even if it costs more. Excrease fair not service Recognizing the serious challenges ahead, I think overall the narrative of decreasing service to make the budget balance is the opposite of the direction the region needs to go in supporting a vital transportation network. Would like to see how Metro is working to find administrative and other efficiencies alongide these proposals too. While I understand the budget deficit is high, cutting service may alleviate this problem in the short term but aggravate it in the long. If buses and trains aren?t convenient, riders aren?t likely to continue using the system. Lower ridership will expound the budget deficit. Higher fares are painful for a time but are worth it to keep the convenience. The proposal to cut the D2 route is especially concerning given that I use it to get to work every day and so do countless other people considering it?s packed like sardines during rush hour. That?s not even to mention the number of children who take it to get to Need more train on the orange line and need more driver on the bus for L12. Quit wasting money on police! They don't do anything but sit on their phones all day! Quit wasting good money on police! They don't do	Fare Evasion/Safety/Crime Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fare Evasion/Safety/Crime Miscellaneous Bus Service Bus Service Bus Service
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It?s just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hiring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don?t close stations in DC. Virginia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their stations is not the answer even if it costs more. Excrease fair not service Recognizing the serious challenges ahead, I think overall the narrative of decreasing service to make the budget balance is the opposite of the direction the region needs to go in supporting a vital transportation network. Would like to see how Metro is working to find administrative and other efficiencies alongside these proposals too. While I understand the budget deficit is high, cutting service may alleviate this problem in the short term but aggravate it in the long. If buses and trains aren?t convenient, riders aren?t likely to continue using the system. Lower ridership will expound the budget deficit. Higher fares are painful for a time but are worth it to keep the convenience. The proposal to cut the D2 route is especially concerning given that I use it to get to work every day and so do countless other people considering it?s packed like sardines during rush hour. That?s not even to mention the number of children who take it to get to the set ensored need more driver on the bus for 12. Quit wasting good money on fare evasion! It's not worth it! Don't cut service, that's a death spiral! Line 8 in Maryland is allways empty. Please don?t decreas	Fare Evasion/Safety/Crime Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fare Evasion/Safety/Crime Miscellaneous Bus Service Bus Service Bus Service Bus Service
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It?s just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hirring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don?t close stations in DC. Virginia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their stations in tot the answer even if it costs more. Excrease fair not service Recognizing the serious challenges ahead, I think overall the narrative of decreasing service to make the budget balance is the opposite of the direction the region needs to go in supporting a vital transportation network. Would like to see how Metro is working to find administrative and other efficiencies alongside these proposals too. While I understand the budget deficit is high, cutting service may alleviate this problem in the short term but aggravate it in the long. If buses and trains aren?t convenient, riders aren?t likely to continue using the system. Lower ridership will expound the budget deficit. Higher fares aren?t likely to continue Guit wasting money on police! They don't do anything but sit on their phones all day! Quit wasting good money on fare evasion! It's not even to mention the number of children who take it to get to work every day and so do countless other people considering it?s packed like sardines during rush hour. That?s not even to mention the number of children who take it to get to like in a nor the orange line and need more driver on the bus for L12. Quit wasting money on police! They don't do anything but sit on their	Fare Evasion/Safety/Crime Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fare Evasion/Safety/Crime Miscellaneous Bus Service Bus Service Bus Service Bus Service Rail Service Rail Service
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It?s just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hiring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don?t close stations in DC. Virginia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their stations is not the answer even if it costs more. Excrease fair not service Recognizing the serious challenges ahead, I think overall the narrative of decreasing service to make the budget balance is the opposite of the direction the region needs to go in supporting a vital transportation network. Would like to see how Metro is working to find administrative and other efficiencies alongside these proposals too. While I understand the budget deficit is high, cutting service may alleviate this problem in the short term but aggravate it in the long. If bues and trains aren?t convenient, riders aren?t likely to continue using the system. Lower ridership will expound the budget deficit. Higher fares are painful for a time but are worth it to keep the convenience. The proposal to cut the D2 route is especially concerning given that I use it to get to work every day and so do countless other people considering it?s packed like sardines during rush hour. That?s not even to mention the number of children who take it to get to work every day and so do countless other people considering it?s packed like sardines during rush hour. That?s not even to mention the rushor that. Used money on fare evasion! It's not worth it Don't cut service,	Fare Evasion/Safety/Crime Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fare Evasion/Safety/Crime Miscellaneous Bus Service Bus Service Bus Service Bus Service Rail Service Rail Service
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It?s just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hirring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don?t close stations is not the answer even if it costs more. Excrease fair not service Recognizing the serious challenges ahead, I think overall the narrative of decreasing service to make the budget balance is the opposite of the direction the region needs to go in supporting a vital transportation network. Would like to see how Metro is working to find administrative and other efficiencies alongside these proposals too. While I understand the budget deficit is high, cutting service may alleviate this problem in the short term but aggravate it in the long. If buses and trains aren?t convenient, riders aren?t likely to continue using the system. Lower ridership will expound the budget deficit. Higher fares are painful for a time but are worth it to keep the convenience. The proposal to cut the D2 route is especially concerning given that I use it to get to work every day and so do countless other people considering it?s packed like sardines during rush hour. That?s not even to mention the number of children who take it to get to make the 22 and 226 to the Pentagon each day. If those lines are eliminated, I will not have any mode of transportation to get to the Pentagon to then transfer to the subway to get to work fire out worde of sarphyles. You wasting good money on fare evasion! It's not worth it! Don't cut service, that's a death spiral! Line 8 in Maryland is allways empty. Please don?t decrease frequency of popular se	Fare Evasion/Safety/Crime Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fare Evasion/Safety/Crime Miscellaneous Bus Service Bus Service Bus Service Bus Service Rail Service
I know you guys are trying to survive, but service cuts aren?t the answer. That will lead to lower ridership rates and an even lower budget next fiscal year. I think the fare evasion gates are a good idea to protect revenue streams. Decreasing police presence is also a good idea considering that they don?t actually do anything to prevent crime and make people safer. It?s just a waste of money, albeit an incremental one. Also, trains could be cleaner. Hiring a full time sanitation crew to clean the trains inside out every two weeks would make a huge difference in attracting new riders. Also, don?t close stations in DC. Virginia and Maryland, fine, but those low ridership stations like deadwood and Minnesota ave are where the poorest people live and they need to get around too. Closing their stations is not the answer even if it costs more. Excrease fair not service Recognizing the serious challenges ahead, I think overall the narrative of decreasing service to make the budget balance is the opposite of the direction the region needs to go in supporting a vital transportation network. Would like to see how Metro is working to find administrative and other efficiencies alongside these proposals too. While I understand the budget deficit is high, cutting service may alleviate this problem in the short term but aggravate it in the long. If bues and trains aren?t convenient, riders aren?t likely to continue using the system. Lower ridership will expound the budget deficit. Higher fares are painful for a time but are worth it to keep the convenience. The proposal to cut the D2 route is especially concerning given that I use it to get to work every day and so do countless other people considering it?s packed like sardines during rush hour. That?s not even to mention the number of children who take it to get to work every day and so do countless other people considering it?s packed like sardines during rush hour. That?s not even to mention the rushor that. Used money on fare evasion! It's not worth it Don't cut service,	Fare Evasion/Safety/Crime Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fare Evasion/Safety/Crime Miscellaneous Bus Service Bus Service Bus Service Bus Service Rail Service

Comment	Catagony
Comment You can raise the price my employer pays for it.	Category Miscellaneous
Metro Rail should be cheaper than it is, it?s rare for most people to get to work on time already with	
the services being normal.	Rail Service
Any additional funding sources. Reliability, keeping short wait times, maintaining cleanliness and safety	
in the system, eliminating fare evasion, enforcing penalties for fare evasion (but don?t spend more on	
policing than is being saved)?these are the things that will keep people like me using the Metro much	
more than fare increases. For low-income or disabled riders (which I?m neither), I would be open to a	
pilot program that offers them a price reduction.	Fare Evasion/Safety/Crime
Don?t do this, people depend on it. Cutting the D6 route would alienate an entire portion of the city and eliminate an essential bus route	Miscellaneous
for children going to Key Elementary, Our Lady of Victory and other local schools. The only option open	
for me and many others to commute to our jobs downtown would be to walk (50+ minutes), Uber or	
bike (no dedicated bike paths). In addition, cutting the 33 would further alienate this area.	Bus Service
A lot of these buses give access to areas and people who would otherwise have no way of getting from	
point a to point be or making it much more inconvenient. I take the 96 almost everyday, and often	
twice a day. I also take the 42, 43, and L2 from Adams Morgan to Farragut Square a few times a week.	
There are always lots of people on the bus, and a service cut would be devastating. Please do not cut	
these busses!!!	Bus Service
put kids ride free on apple wallet so kids can?t forget their physical cards and jump the gates	Fare Evasion/Safety/Crime
Part of the budget should definitely go towards putting in better fare gates on the metro I would rather have a longer wait time to get a bus/metro than to not have service at all and I?d rather not have fare	
increases	Operating Budget, Management and Spending
They should have more bus routes to help people get to were they are going even in this very cold	
weather they shouldn't have to sit and freeze. But they need to make every bus route where you wait	
an hour to at least 30 min so that way it's more effective	Bus Service
Totally understand why you would cut the X8 route but it is the route I take to work every day! I	
obviously can?t speak for others but I would be willing to pay more like \$4-5 per bus (or metro) ride.	
Obviously there are a large number of people who take the bus but do not pay, and there would be a	
number of people who might 1) not pay who would have otherwise paid if it was cheaper but still ride	
and 2) not ride because it?s too expensive. But maybe there is a higher price point sweet spot. Not	
sure. Regardless I am willing to may more than \$2 per ride for the bus.	Bus Service
Some of the bus lines are already under served You basically want to cut all the bus routes that connect my area, Lanier Heights/ADMO across town	Bus Service
(S2, L2. 42,43,96). I don't take the bus a lot but I like to take it on weekends, inclement weather, when	
I have an injury like I do right now. Yesterday I waited over 25 minutes to get on a bus at 4pm outside	
Columbia heights metro. This isn?t sustainable city transport. The only real way for me to get to work is	
wmata. I walk some days but that?s 1 hour and 5 minutes and I don?t feel safe biking in this city. I?m	
required to go to the office 3 days a week and it alreay takes me 40 minutes to go in. More if I just miss	
a green train because I can?t take yellow anymore. If you made the trains less often, I?d feel even more	
unsafe on them with the crowds and have to time life better or be late everywhere. The signs outside	
metro don?t even work anymore to know when the train is coming. We need to create societal value	
for public transit.	Bus Service
I believe that if you enforce people to pay their fares on the buses and rails we would not have these	
	Bus Service
That last question was WRONG. You should not pass the financial pain again onto riders (who are now not the wealthy federal worker commuters, but working class people. Fares are never going to cover	
expenses to operate transit. You shouldn?t cut service transportation is a public utility. Secure more	
government funding from Maryland, DC, Virginia, Federal. Just a rider and doesn?t matter what I say.	
You can rename stations on political will, but somehow can?t secure funding?? Reliable and	
predictable service delivery will bring more passengers. My trips can be 30 or 120+ minutes.	Operating Budget, Management and Spending
I hate paying when no one else seems to. Cutting the 89M would mess a whole lot of people up as	
there are not many ways to get to Largo or Columbia via Metro and RTA is extremely unreliable. If	
everyone paid the fare on bus and trains you would have more money	Bus Service
Plz keep 2B route it is essential. Also with the 29K & N, keep them every 40 mins these are busy route	
lines. 28A & 1A should still run past midnight aswell.	Bus Service
All of the lines of metro and bus I take are packed. The problem is fare evasion. These solutions do not	
fix the problem. If nobody pays no matter how much you charge you won't make money. This is an embarrassment of leadership. DC public transportation is already a mockery compared to other big	
cities and now you're proposing making it worse. Fix fair evasion, that's the answer and it's clear to	
everyone except those making decision.	Bus Service
The Metro is how I commute every day to work, to buy things, to go to my appointments, and to see	
friends and loved ones. Without a request service or with more expensive service I won?t be able to	
rely on it and I?d probably turn to alternatives like walking or using car sharing apps. But there are a lot	
of people for whom metro is their only way of moving around. They may have disabilities or cannot	
afford other modes of transportation for example. I want WMATA to consider those people first when	
thinking about fare increases or service changes. I want them to fight harder to get funding from local	
and federal governments to keep transportation as accessible as possible. There is a lot of wealth in this	
region with new high rises every day and some of the most powerful companies in the world	
headquartered here. It makes no sense then that we cannot redistribute this wealth to ensure everyone, including those very wealthy people, can safely move around.	Capital Budget
Habemos personas que salimos de trabajar de Washington a las 11:20 y vamos para Maryland	Capital Budget Miscellaneous
Keep it cost effective as possible. It should not be expensive to get around the DMV.	Fares/Fees/Parking
Please extend K6 route until Randolph Rd. Rotation of K6 from New Hampshire Ave - Old Columbia Pike	······································
- Stewart Ln - Lockwood Dr - New Hampshire Ave is always empty. So instead if K6 extends to Randolph	
Rd that could assist in reducing C8 service.	Bus Service
You always take about closing later but instead you should consider opening earlier. Metro is a	
commuter system. Most people commute in the morning. More people could use the system if it	
opened earlier. You also suggested raising bike locker prices. You should consider charging people who	
bring bikes in the system. Bikers take up 3-5 spaces on trains so they should be charged more.	Rail Service
I use the Metro every day, and everything is fine, the only problem is that sometimes it takes too long.	Fare Evasion/Safety/Crime
Metro needs to start going after all these people that don?t pay their fair is not fair for those of us that pay our metro fair they have to pay but people who don?t have to pay are allowed to get away with	
not paying!!	Rail Service
I do not own a car and solely rely on Metro, so I am forced to tolerate any changes to keep the system	
running, but I vastly prefer a fare increase to a reduction or elimination of service.	Fares/Fees/Parking
I really hope service isn?t affected, and if not expanded. Honestly have a more simple system where	
getting onto the system is one flat fare, even if it is higher. I would support a higher fare if it meant	
maintaining or improving services. I also think that sponsoring and encouraging more businesses and	
agencies to pay for public transit stipend is extremely beneficial.	Bus Service

	-
Comment	Category
1 This is No Way to End 50 years of Transit Service that Metrobuses and Metrorail have Provided to the	
Region! Disgusting Disgraceful! 2 The Main Reason we're here if because of LACK of ENFORCEMENT of	
GATE JUMPING! 3 Choose to Piggyback off CharmPass instead of that useless Smartrip App! Smartrip	
could be Added to CharmPass, allowing those who don't have a Smartrip Card to Pay their Fares from a	
Bank/Card Account or Jurisdictional Government Social Services' Account. It's also currently being used for MARC and MTA Commuter buses and the MTA BaltimoreLink System. This could potentially ease	
GATE JUMPING by those who don't have or can't afford a Smartrip Card. 4 Please Try Harder to get the	
Necessary Funding. These DRACONIAN CUTS are DISCRIMINATORY, Targeting LOWER INCOME and	
MINORITY RIDERS, SENIORS, and PERSONS WITH DISABILITIES, who have NO OTHER OPTIONS to	
Metrobuses! 5 Transit Police MUST COLLECT CAMERA FOOTAGE from All INCIDENTS REPORTED to them	
by Riders and Drivers. Not Just from Victims who Report. Not All Victims Realize they're Victims, nor do	
Victims Feel Safe Reporting. 6 Don't Allow for Drivers to be Intimidated by Bullying Riders who want to	
Carry Out their Violence and Inappropriate Behavior on Metrobuses! 7 We NEED ALL of our buses	
Running! MANY of us have NO OTHER OPTIONS!!!	Bus Service
keep at it its good stuff	Miscellaneous
1 Metrobus is 50 years old. And Now you Decide to Destroy it Forever??! 2 The Reason we're here in	
the first place is because of LACK of ENFORCEMENT of GATE JUMPERS!! 3 Transit Police are Not	
Cracking Down on Inappropriate Behavior involving a person Attacking/Violating another person on	
Metrobuses, probably Not on Metrorail either!!! More Camera Footage of Such Inappropriate Behavior	
should be Collected without Waiting for a Victim to Report. Not All Victims Realize Victimization nor	
are Safe Reporting. However, If a Rider(s) who would be Considered a Witness, who Also Felt	
Victimized were to Report, Camera Footage Should be Collected, and an Incident Report Written up	
Automatically!! 4 Piggyback off of MTA's CharmPass for those who don't have access to a Smartrip Card	
instead of the Useless Smartrip App. CharmPass is good on MARC and MTA Commuter buses as well as	
the MTA BaltimoreLink System. Perhaps CharmPass could be Linked to a Jurisdictional Government	
Social Services' Account to help pay Transit Fares in Lieu of GATE Jumping. 5 Please Try a Little Harder	
to get Funding or our Transit System. MANY of us have NO OTHER OPTIONS!!!!! Cutting Bus and Rail,	
Raising Fares is a Very DISCRIMINATORY Policy!!! These DRACONIAN CUTS would Make TRANSIT	
AFFORDABLE ONLY for those who are FINANCIALLY WELL OFF, and Don't Usually Ride Anyway.	Operating Budget, Management and Spending
Please also take into consideration about where vulnerable residents live when deciding which	
Metrobus routes to eliminate or shorten in the annual proposed budget! For instance, the Ward 4	
family homeless shelter is on 5th & Kennedy Sts. NW and the 62/63 bus route services these residents!	
By eliminating//shortening these routes, these vulnerable resident may not be able to transport	
themselves safely.	Operating Budget, Management and Spending
Clean up busses and metro cars and stations. Make it sparkle and shine and more people will cime	
back. how about more spacing in between bus stops, every 4 or 6 blocks instead of every block?	Bus Service
I unequivocally oppose any fare increases or service cuts. I, like thousands of others in the DMV, rely	
solely on Metro when I cannot walk to my destination. The negative impacts of fare increases or service	
cuts inevitably affect the people who most rely on the system (e.g., people with disabilities, poor and	
working class people, young people, the elderly, and visitors). If it costs more and takes longer to get	
where people need to go, they often simply won?t. This means fewer errands and office visits and less	
social activity, which means not only less revenue from fares but also less revenue from the taxes	
people would pay by doing and spending more. This threatens the health and vibrancy of our	
communities, and only sets us up to atrophy the public transit system and the communities that rely on it. Better buses and trains = better cities = better communities. As mentioned, WMATA is an integral	
part of our region's economy, connecting millions of people across the DMV area and directly	
employing over 9,000 Amalgamated Transit Union (ATU) workers. Extensive, reliable, and equitable	
public transit ensures that nurses can get to hospitals, teachers can get to classrooms, federal	
employees can go to agencies, and visitors from across the world can explore our nation's capital. In	
short, the metro system underpins the lives of nearly every person in the DMV area and is a beacon of	
pride for our community. Allowing any of these cutbacks to be enacted would have negative ripple	
effects for years to come. Again, cutting metro services will likely lead to fewer riders as people shift to	
more reliable transportation options, meaning less revenue from fares, and likely another round of	
budget cuts, creating a perilous death spiral. Moreover, it would also likely mean higher extraneous	
costs in other areas and less revenue from other taxes. Save our metro!	Operating Budget, Management and Spending
i would like to see a list of what to stations would be closed as soon as possible, negarating the other	
changes, I believe your best bet is to increase prices as opposed to gutting service during your weekday	
hours of operation. If you want to commuters, who form the most of your rider base, to use the	
system, you should try to impact them the least. Many get subsidies to use metro from their jobs, and	
so would be less agitated by fare increases than if they?re stuck waiting for trains. To give you an	
example, I use metro to get from an end of line station to downtown DC for work. That is a LONG	
commute for me - about an hour and a half on the trains. If it were made longer, I don't think I would	
take the metro anymore because it?s already such a long ride. Also, please don?t take my bike locker	
from me - I think the annual fee is reasonable and I need my locker! Finally, because there?s nowhere	
else I can really provide extra feedback, I want to provide it here, because it is the most important thing	
for me when I decide how I do my commute. I can handle fare increases, or service cuts, but I grow	
increasingly concerned about my safety. I believe there should be visible police presence on all	
platforms, and preferably on trains. I have been harassed, I know people who have been assaulted or shared similar horrifying experiences on trains like you wouldn?t believe to the point they stopped	
riding the metro. Generally the offending party is not caught, from what I understand. This is what	
scares me, and numerous people I know, from using metro more, and I would like to see WMATA make	
rider safety from crime a bigger focus. Installing the new fare gates to orecent farejumpers was a good	
first step as from what I understand they were a significant contributor to crime. But more needs to be	
done. Actively increasing police presence, taking action to combat crimes that are seen or reported,	
and stopping farejumpers from doing whatever they want should be prioritized. Even simple things like	
people freely smoking weed on the trains causes problems, as if others see no consequences for those	
actions, it makes individuals feel like they can get away with breaking rules or committing crimes	
themselves. There needs to be more enforcement of the rules, or the system risks driving away the	
commuters who you are trying to lure back. Other countries are able to do this, and it keeps people in	
check. I commuted daily to work using the subway system in Berlin. I never experienced harassment, or	
crime, or saw anyone flagrantly break rules because those rules were aggressively enforced. To give an	
example, tickets in the Berlin subway system operate on an honor system: you can buy tickets at	
stations and could technically ride the train without buying one. However, plainclothed employees	
	Service Levels

Comment	
	Category
I unequivocally oppose any fare increases or service cuts. I, like thousands of other people in the DMV,	
rely solely on Metro to get around when I cannot walk to my destination. Fare increases and service	
cuts inevitably have the most negative impacts on those who rely on Metro the most (e.g., people with	
disabilities, poor and working class people, young people, the elderly, and visitors). The cost of literally everything has gone up, and if people cannot get to where they want to go and it costs more to get	
there, they often simply won?t go. This would mean lower ridership, fewer appointments and errands,	
less social activity, and thus, less access to critical goods and services and less spending in the	
community on vital necessities or even leisure. This threatens not only the health and vibrancy of our	
community, but also the local economy and tax revenue. This could mean higher extraneous costs arise	
in other areas and result in a lower budget in the future, potentially starting a dangerous cycle that will	
atrophy the public transit system and the people and communities that rely on it. Better buses and	
trains = better cities = better communities. As mentioned, WMATA is an integral part of our region's	
economy. The system connects millions of people across the DMV area and directly employs over 9,000	
Amalgamated Transit Union (ATU) workers. Extensive, reliable, and equitable public transit ensures	
that nurses can get to hospitals, teachers can get to classrooms, federal employees can go to agencies,	
and visitors from across the world can explore our nation's capital. In short, the metro system underpins the lives of nearly every person in the DMV area and is a beacon of pride for our community.	
Allowing any of the proposed cutbacks to be enacted would have negative ripple effects for years to	
come. Again, cutting metro services will likely lead to fewer riders as people shift to more reliable	
transportation options, meaning less revenue from fares, and likely another round of budget cuts,	
creating a perilous death spiral. Moreover, not only would there be less revenue from fares to pay into	
the system, but less revenue in the form of other taxes people wouldn?t pay if they engage in less	Operating Budget, Management and Spending
Right now, the fares are cheap and I worry that reducing metro service could start a death spiral that	
kills it. I love the fact that I don?t need a car to live in the city because the metro is so reliable.	Fares/Fees/Parking
Insulting that none of the budget mentions fare evaders. Also don?t shutdown deanwood station.	
Close cheverly instead. Cheverly is a parking lot tucked in the middle of nowhere. Deanwood is right	
next to the community center, a school, and most people in the neighborhood don?t have cars. Plus more transit oriented housing is being developed immediately north of the station.	Operating Rudget Management and Spending
WMATA sends mixed messages: bus lines now running 24/7 but we're cutting service get it	Operating Budget, Management and Spending
together, people, and meet your service level commitments. If you're not reliable, you're not a viable	
choice. What's the cost of maintaining the fare system? Consider the Helsinki model: expected to buy	
ticket electronically, no fare terminals/turnstiles, inspectors spot-check your ticket on the train/bus,	
heavy fines if no ticket.	Bus Service
While probably an equity issue, increasing the fare is more desirable than service cuts.	Bus Service
Don't cut service & cause a transit death spiral	Service Levels
Take money from highway construction and give it Metro. Develop WMATA land around the stations	
and make a fortune. Keep away from the death spiral!	Rail Service
WMATA's services are crucial to my way of life. I can't imagine living in q DC without Metro after 10 PM	Due Camilan
or without the G8 on weekends. It's unconscionable. You have people that take the metro to go to work and come home and some of us work late at night.	Bus Service
The thought of the metro closing earlier than midnight shouldn't even be a thing. Yall need to focus on	
putting these fare gates in and stop letting these crackheads who do nothing but ride The rails and	
harass people all day in the system. Why do we, the working class, have to suffer because yall won't do	
anything about the peke hopping the fare gates? Look to New York's subway system. They are 24 hours	
and maintained! Why is the capital of the united states' transit lacking so badly?? Yall who are here	
making these proposals, garunteed aren't taking the metro every day, or if you are it's maybe a few	
stops here and there. Yall don't see these people jumping the gates at Greenbelt or these crackheads	
begging at Metro Center or Union Station. If yall did, you would be working to have Metro PD more	
present on the mezzanine level, where they need to be, stopping these folks from dodging the fares.	Fares/Fees/Parking
Si llegara aumentar los presios tambiÂ,n tienen que tener mas seguridad menos retrasos y avisos si va ver retrasos o si no funcionan	Miscellaneous
The D6 is the only bus route that runs through my neighborhood. If the route is eliminated, I and other	Wiscenarieous
residents without cars will have no affordable travel alternatives, so we may end up being forced to	
move altogether.	
Decreasing service in DC NW on routes N2,4,6 will cut off American University Students from public	Bus Service
Decreasing service in DC NW on routes N2,4,6 will cut on American University students from public	Bus Service
transit options	Bus Service Bus Service
transit options Metro has proven itself a poor manager of the money it already receives: (1) poor maintenance and	
transit options Metro has proven itself a poor manager of the money it already receives: (1) poor maintenance and ignored warning signs lead to derailment, (2) riders don?t pay fares, (3) poorly designed fare gates that	
transit options Metro has proven itself a poor manager of the money it already receives: (1) poor maintenance and ignored warning signs lead to derailment, (2) riders don?t pay fares, (3) poorly designed fare gates that must now be retrofitted to fight against fare jumpers, (4) unfair pricing changes last summer penalize	Bus Service
transit options Metro has proven itself a poor manager of the money it already receives: (1) poor maintenance and ignored warning signs lead to derailment, (2) riders don?t pay fares, (3) poorly designed fare gates that must now be retrofitted to fight against fare jumpers, (4) unfair pricing changes last summer penalize users that commute from outside the district	
transit options Metro has proven itself a poor manager of the money it already receives: (1) poor maintenance and ignored warning signs lead to derailment, (2) riders don?t pay fares, (3) poorly designed fare gates that must now be retrofitted to fight against fare jumpers, (4) unfair pricing changes last summer penalize users that commute from outside the district It's all about headways! Both bus and rail. And avoid clumping of departures (parallel trains/buses are	Bus Service Fares/Fees/Parking
transit options Metro has proven itself a poor manager of the money it already receives: (1) poor maintenance and ignored warning signs lead to derailment, (2) riders don?t pay fares, (3) poorly designed fare gates that must now be retrofitted to fight against fare jumpers, (4) unfair pricing changes last summer penalize users that commute from outside the district It's all about headways! Both bus and rail. And avoid clumping of departures (parallel trains/buses are right behind one another then a huge gap until next service)	Bus Service
transit options Metro has proven itself a poor manager of the money it already receives: (1) poor maintenance and ignored warning signs lead to derailment, (2) riders don?t pay fares, (3) poorly designed fare gates that must now be retrofitted to fight against fare jumpers, (4) unfair pricing changes last summer penalize users that commute from outside the district It's all about headways! Both bus and rail. And avoid clumping of departures (parallel trains/buses are	Bus Service Fares/Fees/Parking
transit options Metro has proven itself a poor manager of the money it already receives: (1) poor maintenance and ignored warning signs lead to derailment, (2) riders don?t pay fares, (3) poorly designed fare gates that must now be retrofitted to fight against fare jumpers, (4) unfair pricing changes last summer penalize users that commute from outside the district It's all about headways! Both bus and rail. And avoid clumping of departures (parallel trains/buses are right behind one another then a huge gap until next service) Please don?t eliminate both the D6 and the G2 - those are really important for getting to Metrorail	Bus Service Fares/Fees/Parking Bus Service
transit options Metro has proven itself a poor manager of the money it already receives: (1) poor maintenance and ignored warning signs lead to derailment, (2) riders don?t pay fares, (3) poorly designed fare gates that must now be retrofitted to fight against fare jumpers, (4) unfair pricing changes last summer penalize users that commute from outside the district It's all about headways! Both bus and rail. And avoid clumping of departures (parallel trains/buses are right behind one another then a huge gap until next service) Please don?t eliminate both the D6 and the G2 - those are really important for getting to Metrorail from the Georgetown University campus	Bus Service Fares/Fees/Parking Bus Service
transit options Metro has proven itself a poor manager of the money it already receives: (1) poor maintenance and ignored warning signs lead to derailment, (2) riders don?t pay fares, (3) poorly designed fare gates that must now be retrofitted to fight against fare jumpers, (4) unfair pricing changes last summer penalize users that commute from outside the district It's all about headways! Both bus and rail. And avoid clumping of departures (parallel trains/buses are right behind one another then a huge gap until next service) Please don't eliminate both the D6 and the G2 - those are really important for getting to Metrorail from the Georgetown University campus I stopped riding metro routinely from shady grove to navy yard for my work because I no longer felt safe. You need to increase policing and make Metrorail safe again. If I have to pay over \$6 for parking and \$13-15 to ride AND I have to wait 20 minutes for a train, I would	Bus Service Fares/Fees/Parking Bus Service Rail Service
transit options Metro has proven itself a poor manager of the money it already receives: (1) poor maintenance and ignored warning signs lead to derailment, (2) riders don?t pay fares, (3) poorly designed fare gates that must now be retrofitted to fight against fare jumpers, (4) unfair pricing changes last summer penalize users that commute from outside the district It's all about headways! Both bus and rail. And avoid clumping of departures (parallel trains/buses are right behind one another then a huge gap until next service) Please don't eliminate both the D6 and the G2 - those are really important for getting to Metrorail from the Georgetown University campus I stopped riding metro routinely from shady grove to navy yard for my work because I no longer felt safe. You need to increase policing and make Metrorail safe again. If I have to pay over \$6 for parking and \$13-15 to ride AND I have to wait 20 minutes for a train, I would absolutely stop taking metro. I can drive and park downtown for less money and my trip would	Bus Service Fares/Fees/Parking Bus Service Rail Service
transit options Metro has proven itself a poor manager of the money it already receives: (1) poor maintenance and ignored warning signs lead to derailment, (2) riders don?t pay fares, (3) poorly designed fare gates that must now be retrofitted to fight against fare jumpers, (4) unfair pricing changes last summer penalize users that commute from outside the district It's all about headways! Both bus and rail. And avoid clumping of departures (parallel trains/buses are right behind one another then a huge gap until next service) Please don?t eliminate both the D6 and the G2 - those are really important for getting to Metrorail from the Georgetown University campus I stopped riding metro routinely from shady grove to navy yard for my work because I no longer felt safe. You need to increase policing and make Metrorail safe again. If I have to pay over \$6 for parking and \$13-15 to ride AND I have to wait 20 minutes for a train, I would absolutely stop taking metro. I can drive and park downtown for less money and my trip would probably be shorter. These proposals are absurd and metro is digging its own grave. Do more to make	Bus Service Fares/Fees/Parking Bus Service Rail Service
transit options Metro has proven itself a poor manager of the money it already receives: (1) poor maintenance and ignored warning signs lead to derailment, (2) riders don?t pay fares, (3) poorly designed fare gates that must now be retrofitted to fight against fare jumpers, (4) unfair pricing changes last summer penalize users that commute from outside the district It's all about headways! Both bus and rail. And avoid clumping of departures (parallel trains/buses are right behind one another then a huge gap until next service) Please don?t eliminate both the D6 and the G2 - those are really important for getting to Metrorail from the Georgetown University campus I stopped riding metro routinely from shady grove to navy yard for my work because I no longer felt safe. You need to increase policing and make Metrorail safe again. If I have to pay over \$6 for parking and \$13-15 to ride AND I have to wait 20 minutes for a train, I would absolutely stop taking metro. I can drive and park downtown for less money and my trip would probably be shorter. These proposals are absurd and metro is digging its own grave. Do more to make people feel safe in the system (not only by addressing crime and bad behavior in stations and on trains	Bus Service Fares/Fees/Parking Bus Service Rail Service
transit options Metro has proven itself a poor manager of the money it already receives: (1) poor maintenance and ignored warning signs lead to derailment, (2) riders don?t pay fares, (3) poorly designed fare gates that must now be retrofitted to fight against fare jumpers, (4) unfair pricing changes last summer penalize users that commute from outside the district It's all about headways! Both bus and rail. And avoid clumping of departures (parallel trains/buses are right behind one another then a huge gap until next service) Please don't eliminate both the D6 and the G2 - those are really important for getting to Metrorail from the Georgetown University campus I stopped riding metro routinely from shady grove to navy yard for my work because I no longer felt safe. You need to increase policing and make Metrorail safe again. If I have to pay over \$6 for parking and \$13-15 to ride AND I have to wait 20 minutes for a train, I would absolutely stop taking metro. I can drive and park downtown for less money and my trip would probably be shorter. These proposals are absurd and metro is digging its own grave. Do more to make people feel safe in the system (not only by addressing crime and bad behavior in stations and on trains but also by ensuring proper maintenance of the system and equipment and training of operators) and	Bus Service Fares/Fees/Parking Bus Service Rail Service
transit options Metro has proven itself a poor manager of the money it already receives: (1) poor maintenance and ignored warning signs lead to derailment, (2) riders don?t pay fares, (3) poorly designed fare gates that must now be retrofitted to fight against fare jumpers, (4) unfair pricing changes last summer penalize users that commute from outside the district It's all about headways! Both bus and rail. And avoid clumping of departures (parallel trains/buses are right behind one another then a huge gap until next service) Please don't eliminate both the D6 and the G2 - those are really important for getting to Metrorail from the Georgetown University campus I stopped riding metro routinely from shady grove to navy yard for my work because I no longer felt safe. You need to increase policing and make Metrorail safe again. If I have to pay over \$6 for parking and \$13-15 to ride AND I have to wait 20 minutes for a train, I would absolutely stop taking metro. I can drive and park downtown for less money and my trip would probably be shorter. These proposals are absurd and metro is digging its own grave. Do more to make people feel safe in the system (not only by addressing crime and bad behavior in stations and on trains but also by ensuring proper maintenance of the system and equipment and training of operators) and more people will use the system again. If you make the system less reliable and more expensive people	Bus Service Fares/Fees/Parking Bus Service Rail Service Rail Service
transit options Metro has proven itself a poor manager of the money it already receives: (1) poor maintenance and ignored warning signs lead to derailment, (2) riders don?t pay fares, (3) poorly designed fare gates that must now be retrofitted to fight against fare jumpers, (4) unfair pricing changes last summer penalize users that commute from outside the district It's all about headways! Both bus and rail. And avoid clumping of departures (parallel trains/buses are right behind one another then a huge gap until next service) Please don?t eliminate both the D6 and the G2 - those are really important for getting to Metrorail from the Georgetown University campus I stopped riding metro routinely from shady grove to navy yard for my work because I no longer felt safe. You need to increase policing and make Metrorail safe again. If I have to pay over \$6 for parking and \$13-15 to ride AND I have to wait 20 minutes for a train, I would absolutely stop taking metro. I can drive and park downtown for less money and my trip would probably be shorter. These proposals are absurd and metro is digging its own grave. Do more to make people feel safe in the system (not only by addressing crime and bad behavior in stations and on trains but also by ensuring proper maintenance of the system and equipment and training of operators) and more people will use the system again. If you make the system less reliable and more expensive people	Bus Service Fares/Fees/Parking Bus Service Rail Service
transit options Metro has proven itself a poor manager of the money it already receives: (1) poor maintenance and ignored warning signs lead to derailment, (2) riders don?t pay fares, (3) poorly designed fare gates that must now be retrofitted to fight against fare jumpers, (4) unfair pricing changes last summer penalize users that commute from outside the district It's all about headways! Both bus and rail. And avoid clumping of departures (parallel trains/buses are right behind one another then a huge gap until next service) Please don?t eliminate both the D6 and the G2 - those are really important for getting to Metrorail from the Georgetown University campus I stopped riding metro routinely from shady grove to navy yard for my work because I no longer felt safe. You need to increase policing and make Metrorail safe again. If I have to pay over \$6 for parking and \$13-15 to ride AND I have to wait 20 minutes for a train, I would absolutely stop taking metro. I can drive and park downtown for less money and my trip would probably be shorter. These proposals are absurd and metro is digging its own grave. Do more to make people feel safe in the system (not only by addressing crime and bad behavior in stations and on trains but also by ensuring proper maintenance of the system and equipment and training of operators) and more people will use the system again. If you make the system less reliable and more expensive people will be even less likely to use it. Making proposed increases to fares and decreases to service needs to be accompanied by a	Bus Service Fares/Fees/Parking Bus Service Rail Service Rail Service
transit options Metro has proven itself a poor manager of the money it already receives: (1) poor maintenance and ignored warning signs lead to derailment, (2) riders don?t pay fares, (3) poorly designed fare gates that must now be retrofitted to fight against fare jumpers, (4) unfair pricing changes last summer penalize users that commute from outside the district It's all about headways! Both bus and rail. And avoid clumping of departures (parallel trains/buses are right behind one another then a huge gap until next service) Please don't eliminate both the D6 and the G2 - those are really important for getting to Metrorail from the Georgetown University campus I stopped riding metro routinely from shady grove to navy yard for my work because I no longer felt safe. You need to increase policing and make Metrorail safe again. If I have to pay over \$6 for parking and \$13-15 to ride AND I have to wait 20 minutes for a train, I would absolutely stop taking metro. I can drive and park downtown for less money and my trip would probably be shorter. These proposals are absurd and metro is digging its own grave. Do more to make people feel safe in the system (not only by addressing crime and bad behavior in stations and on trains but also by ensuring proper maintenance of the system and equipment and training of operators) and more people will use the system again. If you make the system less reliable and more expensive people will be even less likely to use it. Making proposed increases to fares and decreases to service needs to be accompanied by a commitment from WMATA to provide better, more reliable services. These proposals seem to ?cost?	Bus Service Fares/Fees/Parking Bus Service Rail Service Rail Service
transit options Metro has proven itself a poor manager of the money it already receives: (1) poor maintenance and ignored warning signs lead to derailment, (2) riders don?t pay fares, (3) poorly designed fare gates that must now be retrofitted to fight against fare jumpers, (4) unfair pricing changes last summer penalize users that commute from outside the district It's all about headways! Both bus and rail. And avoid clumping of departures (parallel trains/buses are right behind one another then a huge gap until next service) Please don?t eliminate both the D6 and the G2 - those are really important for getting to Metrorail from the Georgetown University campus I stopped riding metro routinely from shady grove to navy yard for my work because I no longer felt safe. You need to increase policing and make Metrorail safe again. If I have to pay over \$6 for parking and \$13-15 to ride AND I have to wait 20 minutes for a train, I would absolutely stop taking metro. I can drive and park downtown for less money and my trip would probably be shorter. These proposals are absurd and metro is digging its own grave. Do more to make people feel safe in the system (not only by addressing crime and bad behavior in stations and on trains but also by ensuring proper maintenance of the system and equipment and training of operators) and more people will use the system again. If you make the system less reliable and more expensive people will be even less likely to use it. Making proposed increases to fares and decreases to service needs to be accompanied by a	Bus Service Fares/Fees/Parking Bus Service Rail Service Rail Service
transit options Metro has proven itself a poor manager of the money it already receives: (1) poor maintenance and ignored warning signs lead to derailment, (2) riders don?t pay fares, (3) poorly designed fare gates that must now be retrofitted to fight against fare jumpers, (4) unfair pricing changes last summer penalize users that commute from outside the district It's all about headways! Both bus and rail. And avoid clumping of departures (parallel trains/buses are right behind one another then a huge gap until next service) Please don't eliminate both the D6 and the G2 - those are really important for getting to Metrorail from the Georgetown University campus I stopped riding metro routinely from shady grove to navy yard for my work because I no longer felt safe. You need to increase policing and make Metrorail safe again. If have to pay over \$6 for parking and \$13-15 to ride AND I have to wait 20 minutes for a train, I would absolutely stop taking metro. I can drive and park downtown for less money and my trip would probably be shorter. These proposals are absurd and metro is digging its own grave. Do more to make people feel safe in the system (not only by addressing crime and bad behavior in stations and on trains but also by ensuring proper maintenance of the system and equipment and training of operators) and more people will use the system again. If you make the system less reliable and more expensive people will be even less likely to use it. Making proposed increases to fares and decreases to service needs to be accompanied by a commitment from WMATA to provide better, more reliable services. These proposals seem to ?cost? riders without the added commitment from WMATA to ensure there are less delays and disruption to	Bus Service Fares/Fees/Parking Bus Service Rail Service Rail Service
transit options Metro has proven itself a poor manager of the money it already receives: (1) poor maintenance and ignored warning signs lead to derailment, (2) riders don't pay fares, (3) poorly designed fare gates that must now be retrofitted to fight against fare jumpers, (4) unfair pricing changes last summer penalize users that commute from outside the district It's all about headways! Both bus and rail. And avoid clumping of departures (parallel trains/buses are right behind one another then a huge gap until next service) Please don't eliminate both the D6 and the G2 - those are really important for getting to Metrorail from the Georgetown University campus I stopped riding metro routinely from shady grove to navy yard for my work because I no longer felt safe. You need to increase policing and make Metrorail safe again. If I have to pay over \$6 for parking and \$13-15 to ride AND I have to wait 20 minutes for a train, I would absolutely stop taking metro. I can drive and park downtown for less money and my trip would probably be shorter. These proposals are absurd and metro is digging its own grave. Do more to make people feel safe in the system (not only by addressing crime and bad behavior in stations and on trains but also by ensuring proper maintenance of the system and equipment and training of operators) and more people will use the system gain. If you make the system less reliable and more expensive people will be even less likely to use it. Making proposed increases to fares and decreases to service needs to be accompanied by a commitment from WMATA to provide better, more reliable services. These proposals seem to ?cost? riders without the added commitment from WMATA to ensure there are less delays and disruption to the services provided. WMATA already has significant service lesues and proposing increases and cuts	Bus Service Fares/Fees/Parking Bus Service Rail Service Rail Service Fare Evasion/Safety/Crime
transit options Metro has proven itself a poor manager of the money it already receives: (1) poor maintenance and ignored warning signs lead to derailment, (2) riders don?t pay fares, (3) poorly designed fare gates that must now be retrofitted to fight against fare jumpers, (4) unfair pricing changes last summer penalize users that commute from outside the district It's all about headways! Both bus and rail. And avoid clumping of departures (parallel trains/buses are right behind one another then a huge gap until next service) Please don?t eliminate both the D6 and the G2 - those are really important for getting to Metrorail from the Georgetown University campus I stopped riding metro routinely from shady grove to navy yard for my work because I no longer felt asfe. You need to increase policing and make Metrorail safe again. If I have to pay over \$6 for parking and \$13-15 to ride AND I have to wait 20 minutes for a train, I would absolutely stop taking metro. I can drive and park downtown for less money and my trip would probably be shorter. These proposals are absurd and metro is digging its own grave. Do more to make people feel safe in the system (not only by addressing crime and bad behavior in stations and on trains but also by ensuring proper maintenance of the system all equipment and training of operators) and more people will use the system (not only by addressing crime and bad behavior in stations and on trains but also by ensuring proper maintenance of the system less reliable and more expensive people will be even less likely to use it. Making proposed increases to fares and decreases to service needs to be accompanied by a commitment from WMATA to provide better, more reliable services. These proposals seem to ?cost? riders without the added commitment from WMATA to ensure there are less delays and disruption to the services provided. WMATA already has significant service issues and proposing increases and cuts without addressing that is a little tone deaf. Willing to pay more for Metro if it's op	Bus Service Fares/Fees/Parking Bus Service Rail Service Fare Evasion/Safety/Crime Fares/Fees/Parking
transit options Metro has proven itself a poor manager of the money it already receives: (1) poor maintenance and ignored warning signs lead to derailment, (2) riders don't pay fares, (3) poorly designed fare gates that must now be retrofitted to fight against fare jumpers, (4) unfair pricing changes last summer penalize users that commute from outside the district It's all about headways! Both bus and rail. And avoid clumping of departures (parallel trains/buses are right behind one another then a huge gap until next service) Please don't eliminate both the D6 and the G2 - those are really important for getting to Metrorail from the Georgetown University campus I stopped riding metro routinely from shady grove to navy yard for my work because I no longer felt safe. You need to increase policing and make Metrorail safe again. If I have to pay over \$6 for parking and \$13-15 to ride AND I have to wait 20 minutes for a train, I would absolutely stop taking metro. I can drive and park downtown for less money and my trip would probably be shorter. These proposals are absurd and metro is digging its own grave. Do more to make peeple feel safe in the system (not only by addressing crime and bad behavior in stations and on trains but also by ensuring proper maintenance of the system and equipment and training of operators) and more people will use the system gain. If you make the system less reliable and more expensive people will be even less likely to use it. Making proposed increases to fares and decreases to service needs to be accompanied by a commitment from WMATA to provide better, more reliable services. These proposals seem to ?cost? riders without the added commitment from WMATA to ensure there are less delays and disruption to the services provided. WMATA already has significant service issues and proposing increases and cuts without addressing that is a little tone deaf. Willing to pay more for Metro if it's open later - safer and reduced congestion of ubers/taxis at night Bring back the Yellow Line onrth o	Bus Service Fares/Fees/Parking Bus Service Rail Service Fare Evasion/Safety/Crime Fares/Fees/Parking Bus Service
transit options Metro has proven itself a poor manager of the money it already receives: (1) poor maintenance and ignored warning signs lead to derailment, (2) riders don?t pay fares, (3) poorly designed fare gates that must now be retrofitted to fight against fare jumpers, (4) unfair pricing changes last summer penalize users that commute from outside the district It's all about headways! Both bus and rail. And avoid clumping of departures (parallel trains/buses are right behind one another then a huge gap until next service) Please don?t eliminate both the D6 and the G2 - those are really important for getting to Metrorail from the Georgetown University campus I stopped riding metro routinely from shady grove to navy yard for my work because I no longer felt asfe. You need to increase policing and make Metrorail safe again. If I have to pay over \$6 for parking and \$13-15 to ride AND I have to wait 20 minutes for a train, I would absolutely stop taking metro. I can drive and park downtown for less money and my trip would probably be shorter. These proposals are absurd and metro is digging its own grave. Do more to make people feel safe in the system (not only by addressing crime and bad behavior in stations and on trains but also by ensuring proper maintenance of the system and equipment and training of operators) and more people will use the system (not only by addressing crime and bad behavior in stations and on trains but also by ensuring proper maintenance of the system less reliable and more expensive people will be even less likely to use it. Making proposed increases to fares and decreases to service needs to be accompanied by a commitment from WMATA to provide better, more reliable services. These proposals seem to ?cost? riders without the added commitment from WMATA to ensure there are less delays and disruption to the services provided. WMATA already has significant service issues and proposing increases and cuts without addressing that is a little tone deaf. Willing to pay more for Metro if it's op	Bus Service Fares/Fees/Parking Bus Service Rail Service Fare Evasion/Safety/Crime Fares/Fees/Parking Bus Service

Comment	Category
This system has turned into a fiscal mess. The system is supposed to be a public transportation system	
and a low-cost alternative to driving to areas in and around Washington DC. The cost to park and ride	
on this rail system has turned into an over-priced system that has failed the local public. It has turned	
into fiscal black hole that serves no one and has lost the trust of the people. The price is so high that many of the young riders and criminals dodge paying for this transportation and steal from the	
remaining paying public to offset any decent youth jobs or training programs in DC. Most riders today	
when riding the system are afraid of the criminal element and the lawlessness observed by the black	
youth riding the system. The lack of police presence or arrests made on these juvenile delinquents to	
combat this problem leads to lack of ridership. High prices and high crime rates are a major problem for	
this system and finding alternative funding solutions will not fix the low ridership numbers.	Fare Evasion/Safety/Crime
The population and traffic congestion continues to grow in the area, and the region needs Metro.	
Please consider salary cuts for the people at the top.	Rail Service
DO NOT CUT SERVICE whatever you can do. Raise fares, get money from states, get philanthropy	
money, advertise like hell in the metro, whatever. But service cuts will cause a transit doom loop that	
will be near impossible to recover from	Bus Service
I think service cuts is detrimental no matter what, providing access to as many people for as long a time	
as possible is good. Also would maintain having suburbs come in and spend in dc and vice versa so the	
region gets more tax revenue flow. I could understand fair hikes up to 25% for long distance but station	
to two stations down should be cheap no matter where. Some buses may be redundant at high	
frequencies which is understandable. Charge companies when their rail car products fail, have stringent	Due Carvina
requirements. If service gets worse (less frequent, less reliable), I will stop riding. But service can be reduced (fewer	Bus Service
bus stops, fewer metro stops) and not be worsened. As long as transit trips are cheaper than ride share,	
I would pay more to keep service at least as frequent as it is now.	Bus Service
WMATA has been set up to fail by state leadership in Virginia and Maryland for too long. It's unfair to	
the whole region, but DC residents seem to get the worst of it. Anyway I can afford to pay my fares, so I	
will, even if they go up. I don't support punishing poorer people who can't but still need to get around,	
so please don't bring in wasteful expensive police like New York does.	Fares/Fees/Parking
Earlier opening and later closing on weekends would tend to be beneficial because regular Metro riders	
are disproportionately working class and thus disproportionately likely to be working early, late and	
weekend shifts and in need of Metro during those hours. Higher parking prices I also approve of	
because they would tend to discourage car use and so help the transition to a greener city.	Fares/Fees/Parking
Please done cut the G2 bus route. Also I would like if you invested in cleaning/maintaining the stations	
more. Some of the downtown stations smell like urine and are riddled with homeless people.	Bus Service
What arrangements have you made with DC, specifically DCPS regarding ridership for the kids in the	
city using the bus system to get to school. I have a child that rides the metro to school daily. I asked if they are required to tap into the bus system, and they mentioned the bus driver does NOT require	
them to do so. Which on data analysis if Metro is looking to cut routes based on this data input, your	
operators are skewing the information for which you make decisions. Wondering if this is accounted for	
in another fashion and/or if routes that service DCPS will be available during those school hours that	
correspond with typical work commuting hours. As a suggestion for finding funding: As an organization	
that is affiliated and intertwined with the local/Federal government, why isn't anyone speaking about	
subsidies and furthermore taxing people as a measure of funding public transportation? Could be as	
simple as taxing every vehicle in the local counties with Metro access; whenever someone purchases,	
leases or registers their vehicle. As non-users of public transit grows the traffic congestion grows and as	
the producers of this issue and not using public transit, this is your way of evening things out for those	
that need it and also your penalty for not using it.	Bus Service
Send this feedback to DMV politicians. Metro users support stable funding for WMATA. Cutting service	
means fewer people will uae the aytem making the problem worse. Reduce parking fees and more	
people will ride.	Service Levels
I would not mind a minimal increase of fares to get to work however, it will create a financial hardship	
for most of your ridership. I would like metro to focus on the safety of the trains and on the safety of	
the passengers. I also worry about the accessibility in the stations for people who have disabilities and are unable to take the escalators as sometimes the elevators are out of service. I appreciate your	
consideration. Thank you.	Operating Budget, Management and Spending
WMATA needs to ask for budget increases from the collective DMV (DC, MD, VA) area. People need to	
work in the office instead of from home. Secondly, DC is the nations capital, it looks really bad when a	
global international city does not have a functioning transportation system. I've lived in Denver, NYC,	
Chicago and LA. There is no reason why metro should close at 10 pm. Why is metro proposing to close	
at 10pm in the year 2024? This is incredibly backward. Metro needs to cut the bloat of the upper level	
management admin positions. And if those positions are absolutely necessary, raise the fare, get more	
money from the feds and local states and find a way to continue operating Metroaccess and the buses	
and trains at pre-pandemic levels. Lobby the mayors and governors and the feds to put people back to	
work in person. The idea of the nations capital shutting down at 10pm is ridiculous. Finally, cutting too	
many bus lines affects lower income persons, retirees and those of us who use public transportation to	
lower gas emissions and carbon emissions for the climate change purposes.	Operating Budget, Management and Spending
I don't know how, but please: you must find a way to maintain service (no service cuts) without	
increasing fares. Cutting service or increasing fees would BOTH reduce the amount of faith people put	
increasing fares. Cutting service or increasing fees would BOTH reduce the amount of faith people put into Metro. Maryland, Virginia, and D.C. all need to put more money into the budget. This is vital. I	
increasing fares. Cutting service or increasing fees would BOTH reduce the amount of faith people put into Metro. Maryland, Virginia, and D.C. all need to put more money into the budget. This is vital. I know one concern is that people see others jumping the fare gates all the time. It feels bizarre paying	
increasing fares. Cutting service or increasing fees would BOTH reduce the amount of faith people put into Metro. Maryland, Virginia, and D.C. all need to put more money into the budget. This is vital. I	Operating Budget, Management and Spending
increasing fares. Cutting service or increasing fees would BOTH reduce the amount of faith people put into Metro. Maryland, Virginia, and D.C. all need to put more money into the budget. This is vital. I know one concern is that people see others jumping the fare gates all the time. It feels bizarre paying my ticket when i see so many people not doing so. I also know people need to feel safe on Metro. The	Operating Budget, Management and Spending
increasing fares. Cutting service or increasing fees would BOTH reduce the amount of faith people put into Metro. Maryland, Virginia, and D.C. all need to put more money into the budget. This is vital. I know one concern is that people see others jumping the fare gates all the time. It feels bizarre paying my ticket when i see so many people not doing so. I also know people need to feel safe on Metro. The security guards on platforms is a good touch. Metro is very important to me and the frequency of buses and trains is very important to the high quality of Metro service.	Operating Budget, Management and Spending Bus Service
increasing fares. Cutting service or increasing fees would BOTH reduce the amount of faith people put into Metro. Maryland, Virginia, and D.C. all need to put more money into the budget. This is vital. I know one concern is that people see others jumping the fare gates all the time. It feels bizarre paying my ticket when is see so many people not doing so. I also know people need to feel safe on Metro. The security guards on platforms is a good touch. Metro is very important to me and the frequency of buses and trains is very important to the high quality of Metro service. The previous question is a logical fallacy. Metro can fix its budget issue by requesting a permanent	
increasing fares. Cutting service or increasing fees would BOTH reduce the amount of faith people put into Metro. Maryland, Virginia, and D.C. all need to put more money into the budget. This is vital. I know one concern is that people see others jumping the fare gates all the time. It feels bizarre paying my ticket when is see so many people not doing so. I also know people need to feel safe on Metro. The security guards on platforms is a good touch. Metro is very important to me and the frequency of buses and trains is very important to the high quality of Metro service. The previous question is a logical fallacy. Metro can fix its budget issue by requesting a permanent funding tax from all 3 municipalities. The idea that the only way for metro to fix its budgetary issues is	
increasing fares. Cutting service or increasing fees would BOTH reduce the amount of faith people put into Metro. Maryland, Virginia, and D.C. all need to put more money into the budget. This is vital. I know one concern is that people see others jumping the fare gates all the time. It feels bizarre paying my ticket when i see so many people not doing so. I also know people need to feel safe on Metro. The security guards on platforms is a good touch. Metro is very important to me and the frequency of buses and trains is very important to the high quality of Metro service. The previous question is a logical fallacy. Metro can fix its budget issue by requesting a permanent funding tax from all 3 municipalities. The idea that the only way for metro to fix its budgetary issues is by either cutting services or increasing fares is false. You need to control your budget and stop	
increasing fares. Cutting service or increasing fees would BOTH reduce the amount of faith people put into Metro. Maryland, Virginia, and D.C. all need to put more money into the budget. This is vital. I know one concern is that people see others jumping the fare gates all the time. It feels bizarre paying my ticket when is see so many people not doing so. I also know people need to feel safe on Metro. The security guards on platforms is a good touch. Metro is very important to me and the frequency of buses and trains is very important to the high quality of Metro service. The previous question is a logical fallacy. Metro can fix its budget issue by requesting a permanent funding tax from all 3 municipalities. The idea that the only way for metro to fix its budgetary issues is by either cutting services or increasing fares is false. You need to control your budget and stop overpaying executives. Why continue to brag that you have the highest paid CEO of any transportation	
increasing fares. Cutting service or increasing fees would BOTH reduce the amount of faith people put into Metro. Maryland, Virginia, and D.C. all need to put more money into the budget. This is vital. I know one concern is that people see others jumping the fare gates all the time. It feels bizarre paying my ticket when is see so many people not doing so. I also know people need to feel safe on Metro. The security guards on platforms is a good touch. Metro is very important to me and the frequency of buses and trains is very important to the high quality of Metro service. The previous question is a logical fallacy. Metro can fix its budget issue by requesting a permanent funding tax from all 3 municipalities. The idea that the only way for metro to fix its budget any issues is by either cutting services or increasing fares is false. You need to control your budget and stop overpaying executives. Why continue to brag that you have the highest paid CEO of any transportation system in the country when he obviously is incapable of doing the job. Why are you continuing to	Bus Service
increasing fares. Cutting service or increasing fees would BOTH reduce the amount of faith people put into Metro. Maryland, Virginia, and D.C. all need to put more money into the budget. This is vital. I know one concern is that people see others jumping the fare gates all the time. It feels bizarre paying my ticket when i see so many people not doing so. I also know people need to feel safe on Metro. The security guards on platforms is a good touch. Metro is very important to me and the frequency of buses and trains is very important to the high quality of Metro service. The previous question is a logical fallacy. Metro can fix its budget issue by requesting a permanent funding tax from all 3 municipalities. The idea that the only way for metro to fix its budgetary issues is by either cutting services or increasing fares is false. You need to control your budget and stop overpaying executives. Why continue to brag that you have the highest paid CEO of any transportation system in the country when he obviously is incapable of doing the job. Why are you continuing to reward his Idiocy with money rather than redirecting those funds at fixing the overall problem?	
increasing fares. Cutting service or increasing fees would BOTH reduce the amount of faith people put into Metro. Maryland, Virginia, and D.C. all need to put more money into the budget. This is vital. I know one concern is that people see others jumping the fare gates all the time. It feels bizarre paying my ticket when i see so many people not doing so. I also know people need to feel safe on Metro. The security guards on platforms is a good touch. Metro is very important to me and the frequency of buses and trains is very important to the high quality of Metro service. The previous question is a logical fallacy. Metro can fix its budget issue by requesting a permanent funding tax from all 3 municipalities. The idea that the only way for metro to fix its budgetary issues is by either cutting services or increasing fares is false. You need to control your budget and stop overpaying executives. Why continue to brag that you have the highest paid CEO of any transportation system in the country when he obviously is incapable of doing the job. Why are you continuing to reward his ldiocy with money rather than redirecting those funds at fixing the overall problem? Didn't you guys just decrease the fare? Anyway, do not decrease service. The root of urban	Bus Service
Increasing fares. Cutting service or increasing fees would BOTH reduce the amount of faith people put into Metro. Maryland, Virginia, and D.C. all need to put more money into the budget. This is vital. I know one concern is that people see others jumping the fare gates all the time. It feels bizarre paying my ticket when i see so many people not doing so. I also know people need to feel safe on Metro. The security guards on platforms is a good touch. Metro is very important to me and the frequency of buses and trains is very important to the high quality of Metro service. The previous question is a logical fallacy. Metro can fix its budget issue by requesting a permanent funding tax from all 3 municipalities. The idea that the only way for metro to fix its budget any issues is by either cutting services or increasing fares is false. You need to control your budget and stop overpaying executives. Why continue to brag that you have the highest paid CEO of any transportation system in the country when he obviously is incapable of doing the job. Why are you continuing to reward his ldiocy with money rather than redirecting those funds at fixing the overall problem? Didn't' you guys just decrease the fare? Anyway, do not decrease service. The root of urban sustainability is accessibility. And that is especially critical for people who may be disabled. Increase	Bus Service Operating Budget, Management and Spending
Increasing fares. Cutting service or increasing fees would BOTH reduce the amount of faith people put into Metro. Maryland, Virginia, and D.C. all need to put more money into the budget. This is vital. I know one concern is that people see others jumping the fare gates all the time. It feels bizarre paying my ticket when i see so many people not doing so. I also know people need to feel safe on Metro. The security guards on platforms is a good touch. Metro is very important to me and the frequency of buses and trains is very important to the high quality of Metro service. The previous question is a logical fallacy. Metro can fix its budget issue by requesting a permanent funding tax from all 3 municipalities. The idea that the only way for metro to fix its budgetary issues is by either cutting services or increasing fares is false. You need to control your budget and stop overpaying executives. Why continue to brag that you have the highest paid CEO of any transportation system in the country when he obviously is incapable of doing the job. Why are you continuing to reward his Idiocy with money rather than redirecting those funds at fixing the overall problem? Didn't you guys just decrease the fare? Anyway, do not decrease service. The root of urban sustainability is accessibility. And that is especially critical for people who may be disabled. Increase fare instead.	Bus Service
Increasing fares. Cutting service or increasing fees would BOTH reduce the amount of faith people put into Metro. Maryland, Virginia, and D.C. all need to put more money into the budget. This is vital. I know one concern is that people see others jumping the fare gates all the time. It feels bizarre paying my ticket when i see so many people not doing so. I also know people need to feel safe on Metro. The security guards on platforms is a good touch. Metro is very important to me and the frequency of buses and trains is very important to the high quality of Metro service. The previous question is a logical fallacy. Metro can fix its budget issue by requesting a permanent funding tax from all 3 municipalities. The idea that the only way for metro to fix its budgetary issues is by either cutting services or increasing fares is false. You need to control your budget and stop overpaying executives. Why continue to brag that you have the highest paid CEO of any tansportation system in the country when he obviously is incapable of doing the job. Why are you continuing to reward his ldiocy with money rather than redirecting those funds at fixing the overall problem? Didn't you guys just decrease the fare? Anyway, do not decrease service. The root of urban sustainability is accessibility. And that is especially critical for people who may be disabled. Increase fare instead. I would prefer fare increases vastly to service cuts. While I am happy to pay more to keep the current	Bus Service Operating Budget, Management and Spending
Increasing fares. Cutting service or increasing fees would BOTH reduce the amount of faith people put into Metro. Maryland, Virginia, and D.C. all need to put more money into the budget. This is vital. I know one concern is that people see others jumping the fare gates all the time. It feels bizarre paying my ticket when i see so many people not doing so. I also know people need to feel safe on Metro. The security guards on platforms is a good touch. Metro is very important to me and the frequency of buses and trains is very important to the high quality of Metro service. The previous question is a logical fallacy. Metro can fix its budget issue by requesting a permanent funding tax from all 3 municipalities. The idea that the only way for metro to fix its budget and stop overpaying executives. Why continue to brag that you have the highest paid CEO of any transportation system in the country when he obviously is incapable of doing the job. Why are you continuing to reward his ldiocy with money rather than redirecting for bose funds at fixing the overall problem? Didn't you guys just decrease the fare? Anyway, do not decrease service. The root of urban sustainability is accessibility. And that is especially critical for people who may be disabled. Increase fare instead. I would prefer fare increases vastly to service cuts. While I am happy to pay more to keep the current level of service, I am worried that others would be unwilling or unable to afford price increases, and	Bus Service Operating Budget, Management and Spending Fares/Fees/Parking
Increasing fares. Cutting service or increasing fees would BOTH reduce the amount of faith people put into Metro. Maryland, Virginia, and D.C. all need to put more money into the budget. This is vital. I know one concern is that people see others jumping the fare gates all the time. It feels bizarre paying my ticket when i see so many people not doing so. I also know people need to feel safe on Metro. The security guards on platforms is a good touch. Metro is very important to me and the frequency of buses and trains is very important to the high quality of Metro service. The previous question is a logical fallacy. Metro can fix its budget issue by requesting a permanent funding tax from all 3 municipalities. The idea that the only way for metro to fix its budgetary issues is by either cutting services or increasing fares is false. You need to control your budget and stop overpaying executives. Why continue to brag that you have the highest paid CEO of any transportation system in the country when he obviously is incapable of doing the job. Why are you continuing to reward his Idiocy with money rather than redirecting those funds at fixing the overall problem? Didn't you guys just decrease the fare? Anyway, do not decrease service. The root of urban sustainability is accessibility. And that is especially critical for people who may be disabled. Increase fare instead. I would prefer fare increases vastly to service cuts. While I am happy to pay more to keep the current level of service, I am worried that others would be unwilling or unable to afford price increases, and thus ridership would decrease.	Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service
increasing fares. Cutting service or increasing fees would BOTH reduce the amount of faith people put into Metro. Maryland, Virginia, and D.C. all need to put more money into the budget. This is vital. I know one concern is that people see others jumping the fare gates all the time. It feels bizarre paying my ticket when i see so many people not doing so. I also know people need to feel safe on Metro. The security guards on platforms is a good touch. Metro is very important to me and the frequency of buses and trains is very important to the high quality of Metro service. The previous question is a logical fallacy. Metro can fix its budget issue by requesting a permanent funding tax from all 3 municipalities. The idea that the only way for metro to fix its budgetary issues is by either cutting services or increasing fares is false. You need to control your budget and stop overpaying executives. Why continue to brag that you have the highest paid CEO of any transportation system in the country when he obviously is incapable of doing the job. Why are you continuing to reward his Idiocy with money rather than redirecting those funds at fixing the overall problem? Didn't you guys just decrease the fare? Anyway, do not decrease service. The root of urban sustainability is accessibility. And that is especially critical for people who may be disabled. Increase fare instead. I would prefer fare increases vastly to service cuts. While I am happy to pay more to keep the current level of service, I am worried that others would be unwilling or unable to afford price increases, and thus ridership would decrease.	Bus Service Operating Budget, Management and Spending Fares/Fees/Parking
Increasing fares. Cutting service or increasing fees would BOTH reduce the amount of faith people put into Metro. Maryland, Virginia, and D.C. all need to put more money into the budget. This is vital. I know one concern is that people see others jumping the fare gates all the time. It feels bizarre paying my ticket when i see so many people not doing so. I also know people need to feel safe on Metro. The security guards on platforms is a good touch. Metro is very important to me and the frequency of buses and trains is very important to the high quality of Metro service. The previous question is a logical fallacy. Metro can fix its budget issue by requesting a permanent funding tax from all 3 municipalities. The idea that the only way for metro to fix its budgetary issues is by either cutting services or increasing fares is false. You need to control your budget and stop overpaying executives. Why continue to brag that you have the highest paid CEO of any transportation system in the country when he obviously is incapable of doing the job. Why are you continuing to reward his Idiocy with money rather than redirecting those funds at fixing the overall problem? Didn't you guys just decrease the fare? Anyway, do not decrease service. The root of urban sustainability is accessibility. And that is especially critical for people who may be disabled. Increase fare instead. I would prefer fare increases vastly to service cuts. While I am happy to pay more to keep the current level of service, I am worried that others would be unwilling or unable to afford price increases, and thus ridership would decrease.	Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service
Increasing fares. Cutting service or increasing fees would BOTH reduce the amount of faith people put into Metro. Maryland, Virginia, and D.C. all need to put more money into the budget. This is vital. I know one concern is that people see others jumping the fare gates all the time. It feels bizarre paying my ticket when i see so many people not doing so. I also know people need to feel safe on Metro. The security guards on platforms is a good touch. Metro is very important to me and the frequency of buses and trains is very important to the high quality of Metro service. The previous question is a logical fallacy. Metro can fix its budget issue by requesting a permanent funding tax from all 3 municipalities. The idea that the only way for metro to fix its budgetary issues is by either cutting services or increasing fares is false. You need to control your budget and stop overpaying executives. Why continue to brag that you have the highest paid CEO of any transportation system in the country when he obviously is incapable of doing the job. Why are you continuing to reward his ldiocy with money rather than redirecting those funds at fixing the overall problem? Didn't you guys just decrease the fare? Anyway, do not decrease service. The root of urban sustainability is accessibility. And that is especially critical for people who may be disabled. Increase fare instead. I would prefer fare increases vastly to service cuts. While I am happy to pay more to keep the current level of service, I am worried that others would be unwilling or unable to afford price increases, and thus ridership would decrease. You should prioritize equity when making service cut. You shouldn?t cut or modify a single bus that	Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service
increasing fares. Cutting service or increasing fees would BOTH reduce the amount of faith people put into Metro. Maryland, Virginia, and D.C. all need to put more money into the budget. This is vital. I know one concern is that people see others jumping the fare gates all the time. It feels bizarre paying my ticket when i see so many people not doing so. I also know people need to feel safe on Metro. The security guards on platforms is a good touch. Metro is very important to me and the frequency of buses and trains is very important to the high quality of Metro service. The previous question is a logical fallacy. Metro can fix its budget issue by requesting a permanent funding tax from all 3 municipalities. The idea that the only way for metro to fix its budgetary issues is by either cutting services or increasing fares is false. You need to control your budget and stop overpaying executives. Why continue to brag that you have the highest paid CEO of any transportation system in the country when he obviously is incapable of doing the job. Why are you continuing to reward his Idiocy with money rather than redirecting those funds at fixing the overall problem? Didn't 'you guy just decrease the fare? Anyway, do not decrease service. The root of urban sustainability is accessibility. And that is especially critical for people who may be disabled. Increase fare instead. I would prefer fare increases vastly to service cuts. While I am happy to pay more to keep the current level of service, I am worried that others would be unwilling or unable to afford price increases, and thus ridership would decrease. The jurisdictions should fund metro, this is ridiculous You should prioritize equity when making service cut. You shouldn?t cut or modify a single bus that operates in wards 7 or 8 of Washington DC. Buses in wards 7 and 8 have high utilization because there	Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service

Contract of the control of the contr		
Independence of the second of	Comment	Category
Initial production services Initial base Initial production services Initial base Initial base in the service services Initial base in the service services Initial base in the service services Initial base in the service services Initial base in the service services Initial base in the service services Initial base in the service services Initial base in the service services Initial base in the service services Initial base in the service services Initial base in the service services Initial base in the services Initial base in the service services Initial base in the services Initial base in the services Initial base in the services Initial base in the services Initial base in the services Initial base in the services Initial base in the services Initial base in the services Initial base in the services Initial base in the services Initial base in the services Initial base in the services Initial base in the services Initial base in the services Initial base in the services Initial base in the services Initial base in the services Initial base in the services Initial base in the services		
Some is benchmann Pace back/delug/come Some is benchmann Pace back/delug/come <td< td=""><td></td><td>Rail Service</td></td<>		Rail Service
braudiet, one prove of in per center of a set of the se	, ,	
 because banker ackeels for any Am and model model that have due to be a well and any due to be a well any		Fare Evasion/Safety/Crime
https://www.inter.ub/	I use the metrorail fairly often, I don?t care so much about bus routes but I would rather have fare	
We badket on block stapping he bodes how their stap forset dual darks dark more interest. Pack-More interest. He was bode states on block starter was encoded in all darks darks more interest. Pack-More interest. He was bode states on the bode starter was encoded in all darks darks more interest. Pack-More interest. He was bode interest. Pack-More interest. Pack-More interest.		
but not index Sec:FacUrung The more advect procession of the second of the secon		Bus Service
The number of the set		Fores (Fores (Decline
If is ward increased. Extrangle If is source increased. Is for isome increased. If is isome increased. Is isome increased. If is isome increased. Is isome increased. If isome increased.		Fares/Fees/Parking
If encircle and encircle is increased means the decircle is payment of age of means the decircle is a start decircle is increased means the decircle is a start dec		Rail Service
yay pare find printy general field printy and the structure of the structu		
Proceeding point on don't pay near more the set for ensem. Proceeding access to information, the analytic transportation, the grant access to be the constraints of the proceeding access to information access to be proceeding access to information access to produce transportation, the grant access to be the constraints of the produce process to access to access the produce transportation. Proceeding access to information access to produce transportation access to be process to produce the produce transportation access to be access to be produced to produce the produce to produce the produce transportation. Produced transportation access to the produce to produce the produce transportation. Produced transportation access to the produce to produce the produce transportation. Produced transportation access to the produce to produce the produce transportation. Produced transportation access to the produce to produce the produce transportation. Produced transportation access to the produce to produce the produce transportation. Produced transportation access to the produce to produce the produce transportation. Produced transportation access to the produce to produce the produce transportation access to the produce transportation access to the produce transportation. Produced transportation access to the produce		Bus Service
Residence setup of an experimental setup of a setup of	Find the money, don't cut the service or increase the fare. WMATA is a service, not a business!	Bus Service
ga Account or weight on gene in minus own and weight on gene in more and genes and you weight on gene in minus own and weight of gene in the serve own and weight on gene in minus own and weight of gene in the serve own and weight on gene in the serve own and gene in the ser		Fares/Fees/Parking
 Index upper proposition of semicons of se		
 bits bit bits of responses of r		
hen finanz, akik transporties needs to be proved no diminied. Fire site area and with the standar without the standard		
It is more an already high. It is pacially according the server whole ming the form Present/Pr		Fares/Fees/Parking
The Mellin output of the cut. This is why a for any pet to Monary, we statk to first of the set of		
git a Lask o Parker Vilage. The only other have have have have have have have have		
ke streamport of shar. Read and right starts and the two to start hull to fair while gene the stress in the stres		
Proce benchmann Service benchmann Wood genome, benchmann er owner and mater werke bened started on the owner benchmann and werken and the benchmann and werken and the owner benchmann an	be a tremendous inconvenience to have to catch that to Fairfax Village	Bus Service
 Invalid promotion by the d paring a bar more for Alters sorter if it is meant serve best tayed raughy within alternative to keep inducing the more for the server constraints to keep inducing the server induced in the server induced i		
the same is allo understand nois exceptions and find the prote increase, so if sufficient services in the same service increase in the same shore is allower increases in the same shore increases in the same shore increases in the same shore increases i		Service Levels
wishe accord to the present that him is in the mean of the sector production. Bal Sovice decrease relating and be contreproduction. Bal Sovice Don't out serves storps frequence organise. User's mean production that not on the serves storps frequence organise. User's storps frequence organise that is the serves storps frequence organise. User's storps frequence organise that is the serves storps frequence organise. User's storps frequence organise that is the serves. Bal Sovice Charling storps frequence organise. User's mean organise that is the serves. Sovice locks Bal Sovice Charling storps frequence organise. User's mean organise that is the serves. Sovice locks Bal Sovice Charling storps frequence organise. User's mean organise that is the serves. Sovice locks Bal Sovice Charling storps frequence organise. User's mean organise organise that is the serves. Bal Sovice Bal Sovice Charling storps frequence organise. User's mean organise organise organise. Macel allocases. Bal Sovice Charling storps frequence organise. User's mean organise organise. Bal Sovice means. Bal Sovice means. Bal sovice means. Sovice frequence organise. Bal Sovice means. Bal sovice means. Bal Sovice means. Bal Sovice means. Bal sovice means. Bal Sovice means. Bal Sovice means.		
The metho shues preserve (by renter service. Gut service harmy jurisdification that does not control to derive with diffuse backets of the control to derive harmy jurisdification that does not control due to derive harmy due to the last of the methods event by and entrolynes. Derivation to derive harmy due to the last of the methods event by and entrolynes of the methods event by and entrolynes. The families is a service of the methods event by and entrolynes of the methods event by and the horis event of the methods event o		Pail Service
decrease indexing and be conserportation. ""		Rail Service
Cit students envice to peesere objective objective to peesere objective to peesere objective objective to peesere objective objective to peesere objective object		Bus Service
contributeryOperating budget, Management and SpandingDorth at arrive study Bengle agains that these strong and printSocial budget, Management and Spandingfor famile.Social budget, Management and SpandingContring strong fragmency thould be the last reser. If frains run sterny 15 minutes at normal day intoSocial budget, Management and Spandingdorh Nam controls lange to the strong encount of the operation of		
for families. In the second se	contribute to Metro's budget. Increase fares rather than reduce service or lay off employees.	Operating Budget, Management and Spending
Cubing service frequency should be the last ream. If them on every 15 minutes at normal dayline hours you don't have functional transf, the last buses on every 30 minutes at normal dayline don't have functional difference. These things are the difference between OC residents who can't or don't have functional difference. These things are the difference between OC residents who can't or don't have functional difference. These things are the difference between OC residents who can't or don't have functional difference. These things are the difference between OC residents who can't or don't have functional difference. The majority of people in a neighborhood don't pay then don't difference even though there with gending finan movel hill Unleads the range on governer wasterweithin at low soft function at the star don't have dones of people an neighborhood don't pay then don't are are sugnative with gending finan movelifit Unleads the range on governer wasterweithin the own't or two or the function at low dones of people parsing differences prices for the who choose to pay think what is finanteen at high finanteen in the same spots, over and over and use addership to a balve the gengrous levels of fair reasion vet increase prices for the who choose to pay there exists. If we reason was the means of point reason was the nearest prices for the or the start that for a start for the range on governer wasterweithing the means the point and the finance wave waster the point point or addership to a balve the gengrous levels of fair reason vet increase prices for the who choose to pay there exists. How and the finance wave waster the point point point point at wave the point point point point point and the finance or or pail the how and the system. There is the start of the the start and point fract wave was the how and the start and point point the region point point the range of point the start start of the start and point the region point the range of point the region point point the range of point the range of point the	Don?t cut service stops! People organize their lives around public transit, and that could be detrimental	
hours you only have functional inferion. These things are the difference beaves OF creations would have of don't ware a clean difference. These things are the difference beaves OF creations would have of don't ware a clean difference. These things are the difference beaves of the in this if up and us would have of don't ware a clean difference. These this those is not offer the this if up and us would have of the difference. These that those is not offer the difference beaves offer the difference beaves ofference beaves of the difference beaves of the difference. These that the state that the have the difference beaves of the difference b		Service Levels
don't have can be puscient of may can be proved or can be an even of the op or can don't dow or can be an even of the op or can dow or dow or a dow of the op or can dow or dow or a dow of the op or can dow or dow or a dow of the op or can dow or dow or a dow of the op or can dow or dow or a dow of the op or can dow or dow or a dow of the op or can dow or dow of the op or can dow of the or can dow of the op or ca		
don? aur cro being able to have a deem ² quality of lie in this dry oring, and cits wold by an dimatch inget of nubseness, epschild have frequently groups georgie. Set the C government to orinnalise far jumping. A word lear, ame people pay to it. A rest those who don?. This will help with some of the difference sen though there will be a shortfall. Enforce the dame have and sing back criminal people of the set studies is owned, the majority of people in a neighborhood don? pay the don? If are evails. If we set studies is owned with a datos the mere than 30% far evails. They are the studies of the majority of people in a neighborhood don? pay the don? If are evails. If we short the studies they could be enforcing people to pay fires. A fire merents and the reserve meathemet it to short balen to done the build rest people in a neighborhood don? pay the don? If a deep data it and to a short the studies of the restore year mereathemet it to short balen to done the build rest so much maintename in the same spots, ower and evail or and a short the studies of the restore year mereathemet it this what is furtharing to use is the fire's so much maintename in the same spots, ower and evail or and provide a law of the fire site is own with maintename in the same spots, ower and evail is not interest is an use the neighbor is provide in the meter with the high number of an evail to the stude is fire for its provide the meter with the high number is an interest of the interest of the restore is provide the meter with the state provide is state and over again. It just field like in the only not still actually pays to its meter with state and in the stude is fire for its part of the restore is public than the word in the spots structure with the restore is an all ar imposed, meter is an evail to the restore is public than the word is strate and if arrive casts an all ar imposed, request is maintename or restore is fire for its part is far and if arrive casts an all ar imposed, request is many to the structure approve the fis		
dramati impact on juninesses, sepacially those frequented by young people. But Service Serv	-	
Get the Eq. government to criminalize fair jumping. Mixellaneous Arool Idsa - make people pay to ids. Arrest those who don'that with some of the difference even though there will be a shortfall. Enforce the damn law and bring back criminal penalities for fare evasion. If you want to does stations, does those. If the majority of people in a neglebondoed don't pay them don't fare fare evasion. If you want to does stations, does those. If the majority of people in a neglebondoed don't pay them don't fare for accession. The statistic pape neise does does does and the statistic pape neise does does does and the statistic pape neise does does does and the statistic pape neise does does does does does does does and the statistic pape neise does does does does does does does do		Rus Sanica
A novel rise - make people pay to risk - Arrest thise who don't. That will help with some of the difference even those, filter majority of people in an eighborhood don't pay them don't. The set solution to done the budget gap could be enforcing people to pay thems. A few months ago I has done agreed with getting funding from novalIIII Unleash the rage on generor sweaterwetIII. Could added the set of		
difference seen hough there will be a shortfall. Enforce the damn law and bing back criminal penalters for fare easion. I yees ens tuides above, which statush have more than 50% for eavoisn. I yee values (Lycinne provise it service. 8e more aggressive with getting funding from novelll Unleash the rage on governor severatersett!! Gotta easi in the other thuideg are could be enforting people to an refers. A few months ago the best soliciton to done the budge agression could be enforting people to an refers. A few months ago the best soliciton to done the budge agression in the same spots, over and over and one again 1. Lipst fields are set to the is so much maintenance in the same spots, over and over and the could be all the sub the set soliciton is an diatabal people to prime in the sone set to the solicity again to the set soliciton to the method with a base of the method with the high number of people that are just jumning to train the sone with something regarding that the humber of the set soliciton to the field from take of maintenance or capital fund bulkers from the the set of the method on one set obter is the set of the resolution. The second term of the sone with a something regarding that the humber of the set of the set of the set of the resolution the the sone with sole affect relation. The set of the set of the set of the resolution the the second term of the sone with sole affect relation that are set of the set of the resolution to the second term of the sone with sole affect relation the set of the set of the second term of the second		
want to close stations, does hose. If he majority opeople in a neglisorhood don't pay the don't provide it sorice. Be note aggressive with getting funding from novall III Unleash the rage on governor sweatevestIII De add to add to from the sole bub dutigs accould be enforming people to pay frees. A few months ago that do wait for my son at f. Totten station. I sw dozens of people unping or skipping gets in Just 3 mixes. My oosh do to leve the budge gets out leve school encould be under sole. I's not finar or good leadership to allow the egregious levels of fair evalue, with the high number of ceople that are just juming or under high formous away. Allo sole work the high number of people that are just juming in the intense soles, over and over and or eagain. It just feel like we are watching our more by being thrown away. Allo shoor served, off are funding funding our more being for free, i wonder why something regarding that the her the right on the sole on safety for free, i wonder why something regarding that and under the rise of the system. The sole and is and neg protection or safety for free, i wonder why something regarding that and under the rise of the system. This we that are just juming in the mixed on the sore sole under why her beso revice. Split the harders, it is particularly ourgeous to remove service from areas work as Boorie, where the sole areas the bestom of the econonic liador reginal economy and, like allow and provide that are the under diversition is sef and and up-to date neets the information. The order the high region and the sore the bestom of the econonic liador provide the there will allow and provide the append of the sore the bestom of the sore		
provide it service. Fare Exasion/Safety/Crime Earnore aggressive with getting funding from noval IIII Unleash the rage on governor severatevent III Capital Budget The bets solution to close the budget gap could be enforcing people to pay fares. A few months ago I had to wait for my son aft F. Totent satisfies of people jumping or skipping gates jumping entry failed and the severation of the endower again. I just feel like was shocked. If is not fail no gover data is the severation severatevent III (and the severation severatevent III) and the age shock was shocked. If is not fail no gover again is like if self like was the description severate prices for severatevent III (and the severate prices for severatevent III) and the severate prices for severatevent III (and the severate prices for severatevent III) and the severatevent III (and the severatevent III) and the severatevent III (and the severatevent III) and the severatevent IIII (and the severatevent IIII) and the severatevent IIIII (and the severatevent IIII) and the severatevent IIII (and the severatevent IIIII) and the severatevent IIIII (and the severatevent IIIII) and the severatevent IIIIII (and the severatevent IIIIII) and the severatevent IIIIII (and the severatevent IIIIII) and the severatevent IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII		
Be more aggressive with getting funding from novel IIII Unless the rage on governor sweatenestIII Capital Budget The best solution to close the budget approx could be enforting people to pay facts. A few months and to met with solution with solutio		
The best solution to close the budget gap could be enforcing people to pay fares. A few months apol had to wait for yours and FT forten station. I saw dozers of people jumping or skipping gates july apole minutes. Wy som had told met was bad but was shocked. The other and pole idensity to ball to the gengious levels of fair evasion yet increase prices for yet months apol who choose to pay who choose to pay think what is frustrating to use is their is so much maintenance in the same spots, over and over and core again. It just feels like was are watching our money being thrown away. Ako with the high number of people that are jumping turnistismance in the same spots, over and over again. It just feels like was are watching our money being thrown away. Ako with the high number of people that are jumping turnistismance in the same spots, over and over all cass, increasing fair and and protection or stefty for 11 spassagers. I use metrobus, route 227 daily to go to the Pentagin for work. I'm hogeful that this route will Passe make sure to plan and save capital funding to ensure that the metro in discretion steffs for 11 spassagers. I use metrobus, route 227 daily to go to the Pentagin for work. I'm hogeful that this route will Passe make sure to plan and save capital funding to ensure that the metro in discretion is deter regional economy and, like all such proposal, would hurt those at the bottom of the conomic tails det of source cust on ral are imposed, request improvement of Metro apps and websites to have accurate and up-to date new thin formation. The lower the fares the higher amount of indershipl The lower with fivercal proposed, request the uppaid new set like stotm or a source, but in deta hed bottom to apprict solutions of make ships to the spand websites to have accurate and port dual to work which would costs me an unacceptable amount of indershipl The lower with fivercal proposed in the uppaid dive shifts to deta, spatial cast, and the uppaid the set have accurate the anot staff grang feet. Is have no	provide it service.	Fare Evasion/Safety/Crime
had to with for my son at F1 Totten station. I saw dozens of people jumping or skopping pates in just 30 minutes. My sons had to dom et was about to was shocked. Operating Budget, Management and Spending it's not fain or pool leadership to allow the egregious levels of fair eavion yet increase prices for those who choose to pay It's not fair nor pool leadership to allow the egregious levels of fair eavion yet increase prices for those who choose to pay It's not fair fair fair and no protection or safety for it's passengers. It's not fair is nor unaccesting fair and no protection or safety for it's passengers. It is not in here. If eally like mit the avit or work. I'm hopeful that this route eavit is safe and reliable. Having a future safety risk or not more than the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lake of maintenance or capital future like with eavit or rail crash from lake of maintenance or capital future like with eavit or reliable. Plasse make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or not more towerk. Would seriouly batched the encome rapital future like with the system. Trediction in use of the system. Trediction or use region's public transit network. Would seriouly batched the encome raile and the advect to gets tower the reliable. Having at like all such proposals, would hurt those at the bottom of the economic ladder for ervice Live all for risk or train information. Use service Live like service Live the farse. Service Live like service Live the service Live that risk bat down? Plan the date case service Live the revice Live the service Live the severice Live the service Live the severice Live		Capital Budget
minutes. My sons had told me t was had but it was shocked. Operating Budget, Management and Spending Miscellaneous Miscelaneous Miscela		
It's not fair ore good leadership to allow the egregious levels of fair evasion yet increase prices for those who choose top any Micellaneous (Micellaneous Micellaneous Control on the second point of the second point p		
Mitcelaneous Mitcelaneous White Number is furtionation to use is their is so much maintenance in the same spots, over and over again. It just feels like ware watching our money being thrown away. Also with the high number of people that are just jumping turnstles and riding for fee, 1 wonder why something regarding that is in the net. If left like In the only one still actually paying to ide mettor which has poor service, dirty for the payer is to ide mettor which has poor service, dirty is used to be people other or work. I'm hopful that this route will use the further of all system is safe and reliable. Having a future safety risk or all crash from its of maintenance or capital funds (usue a further regional save capital funding to ensure that the metro all system is safe and reliable. Having a future safety risk or all crash from its of maintenance or capital funds (usue a further regional source) to region's public trash the work. Would sensulty set back the regional accommy and, like all such proposals, would hurt those at the bottom of the economic laded for the hardest. It's pay to provent the folks that don't pay their fare. Instead of putting a penalty of the service large for an ease such to fugure sourt away to prevent the folks that don't pay their fare. Instead of putting a penalty is durant train informatio. Bus Service You need to fugure out a way to prevent the folks that don't pay their fare. Instead of putting a penalty durante service haves out of the expanded service to get to work in the pay and betweet to get to work in the mount of the service, but it needs to be available. Fares/Fees/Parking The lower the fares the higher amount of ridenship! Fares/fees/Parking Fares/fees/Parking The lower the fares the higher amount of time and money in tr		
I think what is frustrating to use is their is so much maintenance in the same spots, over and over an		
over again. It just feels like we are watching our money being thrown away. Also with the high number of popelto that regions like studies for free. I worde why something regranding that this route will actually paying to ride metro which has poor service, dirty fare fare and no protection or work. I'm horpful that this route will be use service Fare Evasion/Safety/Crime I'ue metrobus. route 22F adiry to go to the Pentagon for work. I'm horpful that this route will be use service Bus Service Please make sure to plan and save capital funding to ensure that the metro rail system is safe and the regions public transit network. Would seriously set back the regional consony and, like all such proposals, would hurt those at the bottom of the economic ladder Fare Evasion/Safety/Crime Domatic Add excessive reduction in use of the regions public transit network. Would seriously set back the herds. It's proposals, would hurt those at the bottom of the economic ladder Fare Evasion/Safety/Crime Orantic Add excessive reduction to make the major riders had a countable. Fare/Fees/Parking Fare/Fees/Parking You need to figure out a way to prevent the folls that don? pay their fare. Instead of putting a penalty and work as to and use unpaying costomes you should be anout of time anoney in traiters he higher amount of ridership! Fares/Fees/Parking I'purchased my home with Metrorali poximity (Red Line) as a specific criterion, and as le work in the adv on the septime amount of the advership to work - as do most. Fares/Fees/Parking I'purchased my home work from home days following the count as a service put anone move nork from home days following th		
of people that are just jumping turnstles and iding for free. I wonder why something regarding that is in it here. I felle like 'm the only one still actually paying to idie metro which has poor service, birt is as increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Pease make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction of the region's public transt network. Would seriously set back the regional economy and, like all suck proposals, would hurt those at the bottom of the economic ladded and up-to-date next train information. To an redu for gure out a way to provent the folks that don't pay their fare. Instead of putting a penalty if service curso neave service form areas such as Bowie, where the s revice levels and up-to-date next train information. To on redu for gure out a way to provent the folks that don't pay their fare. Instead of putting a penalty ro a paying customer you should be finding solution to make the unpaid riders held accuratels. The lower the fares the higher amount of ridership1 Fourchaed tho new with Metrotal proximity (Red Line) as a specific criterion, and as it work in healthcare and commute ta ent/ylate hours, 1 rely on the expanded service to get to work - as do most of the commuters on you sual moming train. Losing coverage on the ded Line would madate that 1 drive to work, which would cost me an unacceptable amount of time and money in traffic delays, papping customer work from home days following the COVID-19 pandemic. Yet, al or of the reasons people to naise work from home days following the COVID-19 pandemic. Yet, al or of the resurce work hom home days following the COVID-19 pandemic. Yet, al or of the resurce papsibut boalces the, metro rail as philer ances the service being bad, it's because the tan'st		
cars, increasing fairs and no protection or aftery for it's passengers. Fare Evasion/Safety/Crime Use methous, route 227 daily to go to the Peniagon for work. I'm hopful that this route will Bus Service Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hur thos at the bottm of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s Fare Evasion/Safety/Crime or matic to flagre request improvement of Metro apps and websites to have accurate and up-to-date next train information. Bus Service You need to flagre request improvement of Metro apps and websites to have accuratable. Fare/Fees/Parking The lower the fares the higher amount of ndership! Fare/Fees/Parking The lower the fares the higher amount of the sapanded service to get to work - as do most of the committers on my usian during to coverage on the Red Line would mandate that 1 Fares/Fees/Parking Torking det you to paces on the Red Line would mandate that 1 Fares/Fees/Parking Torking det the object of the second significantly lower the fares and staff garage fees. I have no problem paying extras for the second bia date, second bia date, bia 1 Fares/Fees/Parking The lower work from home days following the COVID-19 pandemic. Yet, a lot of the		
Luse methods, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Bus Service Please make sure to plan and save capital funding to ensure that the metro rail system is safe and relable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system. Fare Evasion/Safety/Crime Dramatic Add excessive reduction of the region's public transit network. Would seriously set back the hardest. It's particularly outrageous to remove service from areas such as Bowic, where the 3 Service Levels Grant Catter and the program of the region's public transit network. Would seriously set back the hardest. It's particularly outrageous to remove service from areas such as Bowic, where the 3 Service Levels Grave Levels Service Levels Service Levels Mup to date next train information. Service Levels Service Levels You need to figure out a way to prevent the folks that don't pay their fare. Instead of putting a penalty fares/Fees/Parking Fares/Fees/Parking The lower the fares the higher amount of idershipi 1 Fares/Fees/Parking Fares/Fees/Parking I purchased my home with Metroail proximity (Red Line) as a specific criterion, and as I work in healthcare and ch as stard staf garage fees. I have no problem paying extra for the service, but it needs to be available. Fares/Fees/Parking Understand the budget struggles of WMATA, particularly in a city that has seen significantly lower view with which would cost me an u	backets have the different state of the second state of the	
Piese make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system. Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as 8 owie, where the s service Levels if service cuts on rail are imposed, request improvement of Metro apps and websites to have accurate and up-to-date next train information. You need to figure out a way to prevent the folks that don't pay their fare. Instead of putting a penalty negative the fares the higher amount of ridership! I purchased my home with Metrorall proximity (Red Line) as a specific criterion, and as I work in healthcare and commute at early/late hours, 1 rely on the expanded service to get to work - as do most of the commutes on my usual morning train. Losing coverage on the Red Line would mandate that I drive to work, which would cost me an unacceptable amount of time and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but it needs to be available. I understand the budget struggles of WMATA, particularly in a city that has seen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the reasons people don't ride VMATA bus or metro rail anyme is n't because of the service lengibed, it is because it isn's 1 prequent enough to get you to places on time, b) women in particular don't feel same on the transt system due to incressed these two, and maybe did a bigger pull towards bus service (which is cheaper than metro and gets you more direct) it would possibly see a higher increase. However, the nicreasel level of on safet for women has been a large hinderance for		
relable. Having a future safety risk or a rial rash from lack of maintenance or capital funds will cause further reduction in use of the system. In the safety first or a rail cash from lack of maintenance or capital funds will cause further region? public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outpresents in proseed, request improvement of Metro apps and websites to have accurate and up-to-date net train information. Bus Service Levels for a particularly outpresent the folks that don?t pay their fare. Instead of puting a penalty on paying customers you should be finding solution to make the unpaid riders held accountable. Fares/Fees/Parking fares/Fees/Parking fares/Fees/Parking for the organize of the reguest entry in reformation. Bus Service levels for the commute set and producted service to get to work - as do most of the commute set and producted service to get to work - as do most of the commute set and privation the and up-to-date set to higher manut of ridership! Fares/Fees/Parking fares/Fees/Parking fares/Fees/Parking for the and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but it needs to be available. Inderstand the budget struggles of WMATA, particularly in a city that has sen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, al to d the reasons people don't rider wilk out of cors metro real any request of the service being bad, it's because it isn't a frequent enough to get you to places on time; b) women in particular don't feel same on the transity or wore has been a large hinderance for my community. Id encourage provem has been a large hinderance for my community. Id encourage provements bus service (which is cheaper than metro and gets you more direct) it would possibly see a higher increase. However, the increasel envire port on safty for wor	cars, increasing fairs and no protection or safety for it's passengers.	Fare Evasion/Safety/Crime
further reduction in use of the system. Fare Evasion/Safety/Crime Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s is ervice. Use on rail are imposed, request improvement of Metro apps and websites to have accurate and up-to-date next train information. Service Levels You need to figure out a way to prevent the folks that don't pay their fare. Instead of putting a penalty on paying customers you should be finding solution to make the unpaid riders held accountable. Fares/Fees/Parking The lower the fares the higher amount of ridership1 Fares/Fees/Parking I purchased my, whore with Metrorali proximity (Red Line) as a specific criterion, and as I work in the automating train. Losing coverage on the Red Line would mandate that I drive to work, which would cost me an unacceptable amount of time and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but I needs to be available. Fares/Fees/Parking I understand the budget struggles of WMATA, particularly in a city that has seen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the easmon papel extra the to increased (rime and lack of security a strations lat et anight in metro and pattorms, If Metro addressed these two, and maybe did a bigger pull towards bus service (which is cheaper than metro and gets you more instruct being bad, it's because the buses there more frequent, while possibly new a finger increase. However,	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will	
Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the set the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the set and up-to-date next train information. You need to figure out a way to prevent the folks that don't pay their fare. Instead of putting a penalty and pay to guest on make the unpaid riders held accountable. Fares/Fees/Parking Teaes the higher amount of ridershipi Fares/Fees/Parking Teaes/Fees/Parking Teaes the higher amount of ridershipi Fares/Fees/Parking Teaes/Fees/Parking Teaes/Fees/P	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and	
regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s if service cuts on rial are imposed, request improvement of Metro apps and websites to have accurate and up-to-date next train information. You need to figure out a way to prevent the folks that don't pay their fare. Instead of putting a penalty on paying cutsomers you should be finding solution to make the unpaid riders held accountable. The lower the fares the higher amount of ridership1 Furchased my home with Metrorail proximity (Red Line) as a specific criterion, and as I work in healthcare and commute a early/late hours, I rely on the expanded service to get to work - as do most of the commuters on my usual morning train. Losing coverage on the Red Line would mandate that I drive to work, which would cuts me an unacceptable amount of time and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but I needs to be available. I understand the budget struggles of WMATA, particularly in a city that has seen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the reasons people don't ride WMATA bus or metro rail anymore isin t because of the service being bad, it's because tisn't a) frequent enough to get you to places on time; b) women in particular don't feel ame on the transit system due to increased crime and lack of security at stations late at night on metro rail platforms. If Metro addressed these two, and maybe did a bigger pull towards bus service (which is cheaper than metro and gets you nor direct! I would possibly see a higher increase. However, the increased level of no safety for women has been a large hinderance for my communities that heavily rely on bus. Make the buss sthere more frequent, while possibly not doing buses as frequently in higher increase possibly more ridership efforts al	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a	Bus Service
the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s Service Levels if service cuts on rail are imposed, request improvement of Metro apps and websites to have accurate bus Service and up-to-date next train information. Bus Service You need to figure out a way to prevent the folks that don?t pay their fare. Instead of putting a penalty Fares/Fees/Parking In lower the fares the higher amount of ridership! Fares/Fees/Parking I' purchased my home with Metrorail proximity (Red Line) as a specific criterion, and as I work in healthcare and arrly/late hours, Irely on the expanded service to get to work - as do most of the commuters on my usual morning train. Losing coverage on the Red Line would mandate that I drive to work, which would cost me an unacceptable amount of time and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but it needs to be available. Fares/Fees/Parking I understand the budget struggles of WMATA, particularly in a city that has seen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the reasons people don't ride WMATA bus or metro rail anymore isn't because of the service being bad, it's because it isn't a) frequonen has been a large hinderance for my community. I' denourage possibly more ridership due to increased true and lack of security at stations late at night on metro rail platforms. If Metro addressed these two, and maybe did a bigger pul towards bus service (which is he buses there more frequenty, while possibly see a higher increase. However, the increased level of no safety for women has been a large hi	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system.	Bus Service
if service cuts on rail are imposed, request improvement of Metro apps and websites to have accurate and up-to-date next train information. You need to figure out a way to prevent the folks that don't pay their fare. Instead of putting a penalty on paying customers you should be finding solution to make the unpaid riders held accountable. The lower the fares the higher amount of ridership! The lower the rares the higher amount of ridership! The lower the fares the higher amount of ridership! The lower the stark which would cost me an unacceptable amount of time and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but it needs to be available. Understand the budget struggles of WMATA, particularly in a city that has seen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the reasons people don't ride WMATA bus or metro rail anymore isn't because of the service being bad, it's because it isn't a) frequent enough to get you no places on time; b) women in particular don't feel same on the transit system due to increased crime and lack of security at stations late at night on metro rail platforms. If Metro addressed these two, and maybe did a bigger pull towards bus service (which is cheaper than metro and gets you more direct) it would possibly see a higher increase. However, the increased level of no safety for women has been a large hinderance for my community. I'd encourage possibly more ridership efforts also going to lower income communities that heavily rely on bus. Make the buses there more frequent, while possibly not doing buses a	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system. Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the	Bus Service
You need to figure out a way to prevent the folks that don?t pay their fare. Instead of putting a penalty on paying customers you should be finding solution to make the unpaid riders held accountable. Fares/Fees/Parking The lower the fares the higher amount of ridership1 I purchased my home with Metrorail proximity (Red Line) as a specific criterion, and as I work in healthcare and commute at early/late hours, I rely on the expanded service to get to work - as do most of the commuters on my usual morning train. Losing coverage on the Red Line would mandate that I drive to work, which would cost me an unacceptable amount of time and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but it needs to be available. Fares/Fees/Parking I understand the budget struggles of WMATA, particularly in a city that has seen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the reasons people don't low WOATA bus or metor rail any frequent enough to get you to places on time; b) women in particular don't feel same on the transit system due to increased trime and lack of security at stations late at night on metro rail platforms. If Metro addressed these two, and maybe did a bigger pull towards bus service (which is cheaper than metro and gets you more direct) it would possibly see a higher increase. However, the increased level of no safety for women has been a large hinderance for my community. I'd encourage possibly more ridership efforts also going to lower income communities that heavily rely on bus. Make the buses there more frequent, while possibly not doing buses as frequently in higher income neighborhoods that likely can afford other options like ride share more frequently. I don't think that increasing the times between rail and bus service will make anyone WAMTA fas. Focus on getting people to the jake and bus service will make anyone WAMTA fas. Focus on getting people to places around the city and	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system. Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder	Bus Service Fare Evasion/Safety/Crime
on paying customers you should be finding solution to make the unpaid riders held accountable. Fares/Fees/Parking The lower the fares the higher amount of ridership! Fares/Fees/Parking I purchased my home with Metrorail proximity (Red Line) as a specific criterion, and as I work in healthcare and commute at early/late hours, I rely on the expanded service to get to work - as do most of the commuters on my usual morning train. Losing coverage on the Red Line would mandate that I drive to work, which would cost me an unacceptable amount of time and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but it needs to be available. Fares/Fees/Parking I understand the budget struggles of WMATA, particularly in a city that has seen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the reasons people don't ride VMATA bus or metro rail anymore isn't because of the service being bad, it's because it isn't a) frequent enough to get you to places on time; b) women in particular don't feel same on the transit system due to increased crime and lack of security at stations late at night on metro rail platforms. If Metro addressed these two, and maybe did a bigger pull towards bus service (which is cheaper than metro and gets you more direct) it would possibly see a higher increase. However, the increased level of no safety for women has been a large hinderance for my community. I'd encourage possibly more ridership efforts also going to lower income communities that heavily rely on bus. Make the buses there more frequent, while possibly not doing buses as frequently. I don't thin khat increasing the times between rail and bus service will make anyone WAMTA fans. Focus on getting preople to places around the city and neighborhoods more	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system. Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s	Bus Service Fare Evasion/Safety/Crime
The lower the fares the higher amount of ridership! I purchased my home with Metrorail proximity (Red Line) as a specific criterion, and as I work in healthcare and commute at early/late hours, I rely on the expanded service to get to work - as do most of the commuters on my usual morning train. Losing coverage on the Red Line would mandate that I drive to work, which would cost me an unacceptable amount of time and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but it needs to be available. I understand the budget struggles of WMATA, particularly in a city that has seen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the reasons people don't ride WMATA bus or metro rail anymore isn't because of the service being bad, it's because it isn't a) frequent enough to get you to places on time; b) women in particular don't feel same on the transit system due to increased crime and lack of security at stations late at night on metro rail platforms. If Metro addressed these two, and maybe did a bigger pull towards bus service (which is cheaper than metro and gets you more direct) it would possibly see a higher increase. However, the increased level of no safety for women has been a large hinderance for my community. I'd encourage possibly more ridership efforts also going to lower income communites that heavily rely on bus. Make the buses there more frequent, while possibly not doing buses as frequently in higher income neighborhoods that likely can afford other options like ride share more frequently. I don't think that increasing the times between rail and bus service. Will make anyone WAITA fans. Focus on getting people to places around the city and neighborhoods more frequently, and safely. I know it's a hard	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system. Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s if service cuts on rail are imposed, request improvement of Metro apps and websites to have accurate and up-to-date next train information.	Bus Service Fare Evasion/Safety/Crime Service Levels
I purchased my home with Metrorail proximity (Red Line) as a specific criterion, and as I work in healthcare and commute at early/late hours, I rely on the expanded service to get to work - as do most of the commuters on my usual morning train. Losing coverage on the Red Line would mandate that I drive to work, which would cost me an unacceptable amount of time and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but it needs to be available. I understand the budget struggles of WMATA, particularly in a city that has seen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the reasons people don't ride WMATA bus or metro rail anymore isn't because of the service being bad, it's because it isn't a) frequent enough to get you to places on time; b) women in particular don't feel same on the transit system due to increased crime and lack of security at stations late at night on metro rail platforms. If Metro addressed these two, and maybe did a bigger pull towards bus service (which is cheaper than metro and gets you more direct) it would possibly see a higher increase. However, the increased level of no safety for women has been a large hinderance for my community. I'd encourage possibly more ridership efforts also going to lower income communities that heavily rely on bus. Make the buses there more frequent, while possibly not doing buses as frequently in higher income neighborhoods that likely can afford other options like ride share more frequently. I don't think that increasing the times between rail and bus service. Walk TA fans. Focus on getting people to places around the city and neighborhoods more frequently, and safely. I know it's a hard	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system. Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s if service cuts on rail are imposed, request improvement of Metro apps and websites to have accurate and up-to-date next train information. You need to figure out a way to prevent the folks that don?t pay their fare. Instead of putting a penalty	Bus Service Fare Evasion/Safety/Crime Service Levels Bus Service
healthcare and commute at early/late hours, I rely on the expanded service to get to work - as do most of the commuters on my usual morning train. Losing coverage on the Red Line would mandate that I drive to work, which would cost me an unacceptable amount of time and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but it needs to be available. I understand the budget struggles of WMATA, particularly in a city that has seen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the reasons people don't ride WMATA bus or metro rail anymore isn't because of the service being bad, it's because it isn't a) frequent enough to get you to places on time; b) women in particular don't feel same on the transit system due to increased crime and lack of security at stations late at night on metro rail platforms. If Metro addressed these two, and maybe did a bigger pull towards bus service (which is cheaper than metro and gets you more direct) it would possibly see a higher increase. However, the increased level of no safety for women has been a large hinderance for my community. I'd encourage possibly more ridership efforts also going to lower income communities that heavily rely on bus. Make the buses there more frequent, while possibly not doing buses as frequently in higher increase. However, the increasing the times between rail and bus service, will make anyone WAMTA fans. Focus on getting people to places around the city and neighborhoods more frequently, and safely. I know it's a hard	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system. Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s if service cuts on rail are imposed, request improvement of Metro apps and websites to have accurate and up-to-date next train information. You need to figure out a way to prevent the folks that don't pay their fare. Instead of putting a penalty on paying customers you should be finding solution to make the unpaid riders held accountable.	Bus Service Fare Evasion/Safety/Crime Service Levels Bus Service Fares/Fees/Parking
of the commuters on my usual moming train. Losing coverage on the Red Line would mandate that I drive to work, which would cost me an unacceptable amount of time and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but it needs to be available. I understand the budget struggles of WMATA, particularly in a city that has seen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the reasons people don't ride WMATA bus or metro rail anymore isn't because of the service being bad, it's because it isn't a) frequent enough to get you to places on time; b) women in particular don't feel same on the transit system due to increased crime and lack of security at stations late at night on metro rail platforms. If Metro addressed these two, and maybe did a bigger pull towards bus service (which is cheaper than metro and gets you more direct) it would possibly see a higher increase. However, the increased level of no safety for women has been a large hinderance for my community. I'd encourage possibly more ridership efforts also going to lower income communities that heavily rely on bus. Make the buses there more frequent, while possibly not doing buses as frequently in higher income neighborhoods that likely can afford other options like ride share more frequently. I don't think that increased the times between rail and bus service will make anyone WAMTA fans. Focus on getting people to places around the city and neighborhoods more frequently, and safely. I know it's a hard	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system. Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s if service cuts on rail are imposed, request improvement of Metro apps and websites to have accurate and up-to-date next train information. You need to figure out a way to prevent the folks that don?t pay their fare. Instead of putting a penalty on paying customers you should be finding solution to make the unpaid riders held accountable. The lower the fares the higher amount of ridership!	Bus Service Fare Evasion/Safety/Crime Service Levels Bus Service Fares/Fees/Parking
drive to work, which would cost me an unacceptable amount of time and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but it needs to be available. I understand the budget struggles of WMATA, particularly in a city that has seen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the reasons people don't ride WMATA bus or metro rail anymore isn't because of the service being bad, it's because it isn't a) frequent enough to get you to places on time; b) women in particular don't feel same on the transit system due to increased crime and lack of security at stations late at night on metro rail platforms. If Metro addressed these two, and maybe did a bigger pull towards bus service (which is cheaper than metro and gets you more direct) it would possibly see a higher increase. However, the possibly more ridership efforts also going to lower income communities that heavily rely on bus. Make the buses there more frequent, while possibly not doing buses as frequently in higher income neighborhoods that likely can afford other options like ride share more frequently. I don't think that increasing the times between rail and bus service. WAMTA fash. Focus on getting people to places around the city and neighborhoods more frequently, and safely. I know it's a hard	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system. Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s if service cuts on rail are imposed, request improvement of Metro apps and websites to have accurate and up-to-date next train information. You need to figure out a way to prevent the folks that don?t pay their fare. Instead of putting a penalty on paying customers you should be finding solution to make the unpaid riders held accountable. The lower the fares the higher amount of ridership1 I purchased my home with Metrorail proximity (Red Line) as a specific criterion, and as I work in	Bus Service Fare Evasion/Safety/Crime Service Levels Bus Service Fares/Fees/Parking
parking access, and staff garage fees. I have no problem paying extra for the service, but it needs to be available. I understand the budget struggles of WMATA, particularly in a city that has seen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the reasons people don't ride WMATA bus or metro rail anymore isn't because of the service being bad, it's because it isn't a) frequent enough to get you to places on time; b) women in particular don't feel same on the transit system due to increased crime and lack of security at stations late at night on metro rail platforms. If Metro addressed these two, and maybe did a bigger pull towards bus service (which is cheaper than metro and gets you more direct) it would possibly see a higher increase. However, the increased level of no safety for women has been a large hinderance for my community. I'd encourage possibly more ridership efforts also going to lower income communities that heavily rely on bus. Make the buses there more frequent, while possibly not doing buses as frequently in higher income neighborhoods that likely can afford other options like ride share more frequently. I don't think that increasing the times between rail and bu service. Will make anyone WAMTA fans. Focus on getting people to places around the city and neighborhoods more frequently, and safely. I know it's a hard	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system. Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s if service cuts on rail are imposed, request improvement of Metro apps and websites to have accurate and up-to-date next train information. You need to figure out a way to prevent the folks that don?t pay their fare. Instead of putting a penalty on paying customers you should be finding solution to make the unpaid riders held accountable. The lower the fares the higher amount of ridership! I purchased my home with Metrorail proximity (Red Line) as a specific criterion, and as I work in healthcare and commute at early/late hours, I rely on the expanded service to get to work - as do most	Bus Service Fare Evasion/Safety/Crime Service Levels Bus Service Fares/Fees/Parking
available. Fares/Fees/Parking Lunderstand the budget struggles of WMATA, particularly in a city that has seen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the reasons people don't ride WMATA bus or metro rail anymore isn't because of the service being bad, it's because it isn't a) frequent enough to get you to places on time; b) women in particular don't feel same on the transit system due to increased crime and lack of security at stations late at night on metro rail platforms. If Metro addressed these two, and maybe did a bigger pull towards bus service (which is cheaper than metro and gets you more direct) it would possibly see a higher increase. However, the increased level of no safety for women has been a large hinderance for my community. I'd encourage possibly more ridership efforts also going to lower income communities that heavily rely on bus. Make the buses there more frequent, while possibly not doing buses as frequently in higher income neighborhoods that likely can afford other options like ride share more frequently. I don't think that increasing the times between rail and bus service will make anyone WAMTA fans. Focus on getting people to places around the city and neighborhoods more frequently, and safely. I know it's a hard	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system. Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s if service cuts on rail are imposed, request improvement of Metro apps and websites to have accurate and up-to-date next train information. You need to figure out a way to prevent the folks that don't pay their fare. Instead of putting a penalty on paying customers you should be finding solution to make the unpaid riders held accountable. The lower the fares the higher amount of ridership! I purchased my home with Metrorail proximity (Red Line) as a specific criterion, and as I work in healthcare and commute at early/late hours, I rely on the expanded service to get to work - as do most of the commuters on my usual morning train. Losing coverage on the Red Line would mandate that I	Bus Service Fare Evasion/Safety/Crime Service Levels Bus Service Fares/Fees/Parking
ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the reasons people don't ride WMATA bus or metro rail anymore isn't because of the service being bad, it's because it isn't a) frequent enough to get you to places on time; b) women in particular don't feel same on the transit system due to increased crime and lack of security at stations late at night on metro rail platforms. If Metro addressed these two, and maybe did a bigger pull towards bus service (which is cheaper than metro and gets you more direct) it would possibly see a higher increase. However, the increased level of no safety for women has been a large hinderance for my community. I'd encourage possibly more ridership efforts also going to lower income communities that heavily rely on bus. Make the buses there more frequent, while possibly not doing buses as frequently in higher income neighborhoods that likely can afford other options like ride share more frequently. I don't think that increasing the times between rail and bus service will make anyone WAMTA fans. Focus on getting people to places around the city and neighborhoods more frequently, and safely. I know it's a hard	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system. Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s if service cuts on rail are imposed, request improvement of Metro apps and websites to have accurate and up-to-date next train information. You need to figure out a way to prevent the folks that don?t pay their fare. Instead of putting a penalty on paying customers you should be finding solution to make the unpaid riders held accountable. The lower the fares the higher amount of ridership! I purchased my home with Metrorail proximity (Red Line) as a specific criterion, and as I work in healthcare and commute at early/late hours, I rely on the expanded service to get to work - as do most of the commuters on my usual morning train. Losing coverage on the Red Line would mandate that I drive to work, which would cost me an unacceptable amount of time and money in traffic delays,	Bus Service Fare Evasion/Safety/Crime Service Levels Bus Service Fares/Fees/Parking
people don't ride WMATA bus or metro rail anymore isn't because of the service being bad, it's because it isn't a) frequent enough to get you to places on time; b) women in particular don't feel same on the transit system due to increased crime and lack of security at stations late at night on metro rail platforms. If Metro addressed these two, and maybe did a bigger pull towards bus service (which is cheaper than metro and gets you more direct) it would possibly see a higher increase. However, the increased level of no safety for women has been a large hinderance for my community. I'd encourage possibly more ridership efforts also going to lower income communities that heavily rely on bus. Make the buses there more frequent, while possibly not doing buses as frequently in higher increase neighborhoods that likely can afford other options like ride share more frequently. I don't think that increasing the times between rail and bus service will make anyone WAMTA fans. Focus on getting people to places around the city and neighborhoods more frequently, and safely. I know it's a hard	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system. Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s if service cuts on rail are imposed, request improvement of Metro apps and websites to have accurate and up-to-date next train information. You need to figure out a way to prevent the folks that don't pay their fare. Instead of putting a penalty on paying customers you should be finding solution to make the unpaid riders held accountable. The lower the fares the higher amount of ridership! I purchased my home with Metrorail proximity (Red Line) as a specific criterion, and as I work in healthcare and commute at early/late hours, I rely on the expanded service to get to work - as do most of the commuters on my usual morning train. Losing coverage on the Red Line would mandate that I drive to work, which would cost me an unacceptable amount of time and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but it needs to be available.	Bus Service Fare Evasion/Safety/Crime Service Levels Bus Service Fares/Fees/Parking Fares/Fees/Parking
It isn't a) frequent enough to get you to places on time; b) women in particular don't feel same on the transit system due to increased crime and lack of security at stations late at night on metro rail platforms. If Metro addressed these two, and maybe did a bigger pull towards bus service (which is cheaper than metro and gets you more direct) it would possibly see a higher increase. However, the increased level of no safety for women has been a large hinderance for my community. I'd encourage possibly more ridership efforts also going to lower income communities that heavily rely on bus. Make the buses there more frequent, while possibly not doing buses as frequently in higher income neighborhoods that likely can afford other options like ride share more frequently. I don't think that increasing the times between rail and bus service will make anyone WAMTA fans. Focus on getting people to places around the city and neighborhoods more frequently, and safely. I know it's a hard	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system. Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s if service cuts on rail are imposed, request improvement of Metro apps and websites to have accurate and up-to-date next train information. You need to figure out a way to prevent the folks that don?t pay their fare. Instead of putting a penalty on paying customers you should be finding solution to make the unpaid riders held accountable. The lower the fares the higher amount of ridership! I purchased my home with Metrorail proximity (Red Line) as a specific criterion, and as I work in healthcare and commute at early/late hours, I rely on the expanded service to get to work - as do most of the commuters on my usual morning train. Losing coverage on the Red Line would mandate that I drive to work, which would cost me an unacceptable amount of time and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but it needs to be available. I understand the budget struggles of WMATA, particularly in a city that has seen significantly lower	Bus Service Fare Evasion/Safety/Crime Service Levels Bus Service Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking
transit system due to increased crime and lack of security at stations late at night on metro rail platforms. If Metro addressed these two, and maybe did a bigger pull towards bus service (which is cheaper than metro and gets you more direct) it would possibly see a higher increase. However, the increased level of no safety for women has been a large hinderance for my community. I'd encourage possibly more ridership efforts also going to lower income communities that heavily rely on bus. Make the buses there more frequent, while possibly not doing buses as frequently in higher income neighborhoods that likely can afford other options like ride share more frequently. I don't think that increasing the times between rail and bus service will make anyone WAMTA fans. Focus on getting people to places around the city and neighborhoods more frequently, and safely. I know it's a hard	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system. Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s If service cuts on rail are imposed, request improvement of Metro apps and websites to have accurate and up-to-date next train information. You need to figure out a way to prevent the folks that don?t pay their fare. Instead of putting a penalty on paying customers you should be finding solution to make the unpaid riders held accountable. The lower the fares the higher amount of ridership! I purchased my horme with Metrorail proximity (Red Line) as a specific criterion, and as I work in healthcare and commute at early/late hours, I rely on the expanded service to get to work - as do most of the commuters on my usual morning train. Losing coverage on the Red Line would mantet that I drive to work, which would cost me an unacceptable amount of time and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but it needs to be available. I understand the budget struggles of WMATA, particularly in a city that has seen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the reasons	Bus Service Fare Evasion/Safety/Crime Service Levels Bus Service Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking
platforms. If Metro addressed these two, and maybe did a bigger pull towards bus service (which is cheaper than metro and gets you more direct) it would possibly see a higher increase. However, the increased level of no safety for women has been a large hinderance for my community. I'd encourage possibly more ridership efforts also going to lower income communities that heavily rely on bus. Make the buses there more frequent, while possibly not doing buses as frequently in higher income neighborhoods that likely can afford other options like ride share more frequently. I don't think that increasing the times between rail and bus service will make anyone WAMTA fans. Focus on getting people to places around the city and neighborhoods more frequently, and safely. I know it's a hard	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system. Dramatic Abd exessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s if service cuts on rail are imposed, request improvement of Metro apps and websites to have accurate and up-to-date next train information. You need to figure out a way to prevent the folks that don?t pay their fare. Instead of putting a penalty on paying customers you should be finding solution to make the unpaid riders held accountable. The lower the fares the higher amount of ridership! I purchased my home with Metrorail proximity (Red Line) as a specific criterion, and as I work in healthcare and commute at early/late hours, I rely on the expanded service to get to work - as do most of the commuters on my usual morning train. Losing coverage on the Red Line would mandate that I drive to work, which would cost me an unacceptable amount of time and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but it needs to be available. I understand the budget struggles of WMATA, particularly in a city that has seen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the reasons people don't ride WMATA bus or metro rail anymore isn't because of the service being bad, it's because	Bus Service Fare Evasion/Safety/Crime Service Levels Bus Service Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking
cheaper than metro and gets you more direct) it would possibly see a higher increase. However, the increased level of no safety for women has been a large hinderance for my community. I'd encourage possibly more ridership efforts also going to lower income communities that heavily rely on bus. Make the buses there more frequent, while possibly not doing buses as frequently in higher income neighborhoods that likely can afford other options like ride share more frequently. I don't think that increasing the times between rail and bus service will make anyone WAMTA fans. Focus on getting people to places around the city and neighborhoods more frequently, and safely. I know it's a hard	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system. Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s if service cuts on rail are imposed, request improvement of Metro apps and websites to have accurate and up-to-date next train information. You need to figure out a way to prevent the folks that don't pay their fare. Instead of putting a penalty on paying customers you should be finding solution to make the unpaid riders held accountable. The lower the fares the higher amount of ridership! I purchased my home with Metrorail proximity (Red Line) as a specific criterion, and as I work in healthcare and commute at early/late hours, I rely on the expanded service to get to work - as do most of the commuters on my usual morning train. Losing coverage on the Red Line would mandate that I drive to work, which would cost me an unacceptable amount of time and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but it needs to be available. I understand the budget struggles of WMATA, particularly in a city that has seen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the reasons people don't ride WMATA bus or metro rail anymore isn't because of the service being bad, it's because it isn't a) frequent enough to get you to places on time; b) women in particular don't feel same o	Bus Service Fare Evasion/Safety/Crime Service Levels Bus Service Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking
increased level of no safety for women has been a large hinderance for my community. I'd encourage possibly more ridership efforts also going to lower income communities that heavily rely on bus. Make the buses there more frequent, while possibly not doing buses as frequently in higher income neighborhoods that likely can afford other options like ride share more frequently. I don't think that increasing the times between rail and bus service will make anyone WAMTA fans. Focus on getting people to places around the city and neighborhoods more frequently, and safely. I know it's a hard	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system. Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s if service cuts on rail are imposed, request improvement of Metro apps and websites to have accurate and up-to-date next train information. You need to figure out a way to prevent the folks that don?t pay their fare. Instead of putting a penalty on paying customers you should be finding solution to make the unpaid riders held accountable. The lower the fares the higher amount of ridership! I purchased my home with Metrorail proximity (Red Line) as a specific criterion, and as I work in healthcare and commute at early/late hours, I rely on the expanded service to get to work - as do most of the commuters on my usual morning train. Losing coverage on the Red Line would mandate that I drive to work, which would cost me an unacceptable amount of time and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but it needs to be available. I understand the budget struggles of WMATA, particularly in a city that has seen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the reasons people don't ride WMATA bus or metro rail anymore isn't because of the service being bad, it's because is isn't a frequent enough to get you to places on time; b) women in particular don't feel same on	Bus Service Fare Evasion/Safety/Crime Service Levels Bus Service Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking
possibly more ridership efforts also going to lower income communities that heavily rely on bus. Make the buses there more frequent, while possibly not doing buses as frequently in higher income neighborhoods that likely can afford other options like ride share more frequently. I don't think that increasing the times between rail and bus service will make anyone WAMTA fans. Focus on getting people to places around the city and neighborhoods more frequently, and safely. I know it's a hard	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system. Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s if service cuts on rail are imposed, request improvement of Metro apps and websites to have accurate and up-to-date next train information. You need to figure out a way to prevent the folks that don?t pay their fare. Instead of putting a penalty on paying customers you should be finding solution to make the unpaid riders held accountable. The lower the fares the higher amount of ridership! I purchased my home with Metrorail proximity (Red Line) as a specific criterion, and as I work in healthcare and commute at early/late hours, I rely on the expanded service to get to work - as do most of the commuters on my usual morning train. Losing coverage on the Red Line would mandate that I drive to work, which would cost me an unacceptable amount of time and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but it needs to be available. I understand the budget struggles of WMATA, particularly in a city that has seen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the reasons people don't ride WMATA bus or metro rail anymore isn't because of the service being bad, it's because it isn't a) frequent enough to get you to places on time; b) women in particular don't feel same o	Bus Service Fare Evasion/Safety/Crime Service Levels Bus Service Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking
the buses there more frequent, while possibly not doing buses as frequently in higher income neighborhoods that likely can afford other options like ride share more frequently. I don't think that increasing the times between rail and bus service will make anyone WAMTA fans. Focus on getting people to places around the city and neighborhoods more frequently, I know it's a hard	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system. Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s if service cuts on rail are imposed, request improvement of Metro apps and websites to have accurate and up-to-date next train information. You need to figure out a way to prevent the folks that don't pay their fare. Instead of putting a penalty on paying customers you should be finding solution to make the unpaid riders held accountable. The lower the fares the higher amount of ridership! I purchased my home with Metrorail proximity (Red Line) as a specific criterion, and as I work in healthcare and commute at early/late hours, I rely on the expanded service to get to work - as do most of the commuters on my usual morning train. Losing coverage on the Red Line would mandate that I drive to work, which would cost me an unacceptable amount of time and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but it needs to be available. I understand the budget struggles of WMATA, particularly in a city that has seen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the reasons people don't ride WMATA bus or metro rail anymore isn't because of the service being bad, it's because it isn't a) frequent enough to get you to places on time; b) women in particular don't feel same o	Bus Service Fare Evasion/Safety/Crime Service Levels Bus Service Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking
neighborhoods that likely can afford other options like ride share more frequently. I don't think that increasing the times between rail and bus service will make anyone WAMTA fans. Focus on getting people to places around the city and neighborhoods more frequently, and safely. I know it's a hard	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system. Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s if service cuts on rail are imposed, request improvement of Metro apps and websites to have accurate and up-to-date next train information. You need to figure out a way to prevent the folks that don't pay their fare. Instead of putting a penalty on paying customers you should be finding solution to make the unpaid riders held accountable. The lower the fares the higher amount of ridership! I purchased my home with Metrorail proximity (Red Line) as a specific criterion, and as I work in healthcare and commute at early/late hours, I rely on the expanded service to get to work - as do most of the commuters on my usual morning train. Losing coverage on the Red Line would mandate that I drive to work, which would cost me an unacceptable amount of time and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but it needs to be available. I understand the budget struggles of WMATA, particularly in a city that has seen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the reasons people don't ride WMATA bus or metro rail anymore int' because of the service being bad, it's because is in' ta frequent enough to get you to places on time; b) women in particular don't feel same on t	Bus Service Fare Evasion/Safety/Crime Service Levels Bus Service Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking
people to places around the city and neighborhoods more frequently, and safely. I know it's a hard	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system. Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s if'service cuts on rail are imposed, request improvement of Metro apps and websites to have accurate and up-to-date next train information. You need to figure out a way to prevent the folks that don?t pay their fare. Instead of putting a penalty on paying customers you should be finding solution to make the unpaid riders held accountable. The lower the fares the higher amount of ridership! I purchased my horme with Metrorail proximity (Red Line) as a specific criterion, and as I work in healthcare and commute at early/late hours, I rely on the expanded service to get to work - as do most of the commuters on my usual morning train. Losing coverage on the Red Line would mandate that I drive to work, which would cost me an unacceptable amount of time and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but it needs to be available. I understand the budget struggles of WMATA, particularly in a city that has seen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the reasons people don't ride WMATA bus or metro rail anymore isn't because of the service being bad, it's because it isn't a) frequent enough to get you to places on time; b) women in particular don't feel same	Bus Service Fare Evasion/Safety/Crime Service Levels Bus Service Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking
	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system. Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s if service cuts on rail are imposed, request improvement of Metro apps and websites to have accurate and up-to-date next train information. You need to figure out a way to prevent the folks that don't pay their fare. Instead of putting a penalty on paying customers you should be finding solution to make the unpaid riders held accountable. The lower the fares the higher amount of ridership! I purchased my home with Metrorail proximity (Red Line) as a specific criterion, and as I work in healthcare and commute at early/late hours, I rely on the expanded service to get to work - as do most of the commuters on my usual morning train. Losing coverage on the Red Line would mandate that I drive to work, which would cost me an unacceptable amount of time and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but it needs to be available. I understand the budget struggles of WMATA, particularly in a city that has seen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the reasons people don't ride WMATA bus or metro rail anymore isn't because of the service being bad, it's because it isn't a) frequent enough to get you to places on time; b) women in particular don't feel same o	Bus Service Fare Evasion/Safety/Crime Service Levels Bus Service Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking
task, but I really feel that reducing the frequency of metro is not the answer to solving the budget Operating Budget, Management and Spending	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system. Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s if service cuts on rail are imposed, request improvement of Metro apps and websites to have accurate and up-to-date next train information. You need to figure out a way to prevent the folks that don't pay their fare. Instead of putting a penalty on paying customers you should be finding solution to make the unpaid riders held accountable. The lower the fares the higher amount of ridership1 I purchased my home with Metrorail proximity (Red Line) as a specific criterion, and as I work in healthcare and commute at early/late hours, I rely on the expanded service to get to work - as do most of the commuters on my usual morning train. Losing coverage on the Red Line would mandate that I drive to work, which would cost me an unacceptable amount of time and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but it needs to be available. I understand the budget struggles of WMATA, particularly in a city that has seen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the reasons people don't ride WMATA bus or metro rail anymore isn't because of the service, but it needs to be available. I understand the budget struggles of WMATA, particularly in a city that has seen significa	Bus Service Fare Evasion/Safety/Crime Service Levels Bus Service Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking
	cars, increasing fairs and no protection or safety for it's passengers. I use metrobus, route 22F daily to go to the Pentagon for work. I'm hopeful that this route will Please make sure to plan and save capital funding to ensure that the metro rail system is safe and reliable. Having a future safety risk or a rail crash from lack of maintenance or capital funds will cause a further reduction in use of the system. Dramatic Abd excessive reduction of the region's public transit network. Would seriously set back the regional economy and, like all such proposals, would hurt those at the bottom of the economic ladder the hardest. It's particularly outrageous to remove service form areas such as Bowie, where the s if service cuts on rail are imposed, request improvement of Metro apps and websites to have accurate and up-to-date next train information. You need to figure out a way to prevent the folks that don?t pay their fare. Instead of putting a penalty on paying customers you should be finding solution to make the unpaid riders held accountable. The lower the fares the higher amount of ridership! I purchased my home with Metrorail proximity (Red Line) as a specific criterion, and as I work in healthcare and commute at early/late hours, I rely on the expanded service to get to work - as do most of the commuters on my usual morning train. Losing coverage on the Red Line would mandate that I drive to work, which would cost me an unacceptable amount of time and money in traffic delays, parking access, and staff garage fees. I have no problem paying extra for the service, but it needs to be available. I understand the budget struggles of WMATA, particularly in a city that has seen significantly lower ridership due to more work from home days following the COVID-19 pandemic. Yet, a lot of the reasons people don't ride WMATA bus or metro rail anymore isn't because of the service being bad, it's because it isn' a) frequent enough to get you to places on time; b) women in particular don't feel same on	Bus Service Fare Evasion/Safety/Crime Service Levels Bus Service Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking

Comment	Category
Metro should really look at restructuring it's pricing model. The distance model doesn't do itself any favors and makes it more confusing for folks to budget and plan. Absolute flat values for transit would	
most likely be an incentive. This would be an enormous drain probably, but reconfiguring cars and	
seating may also be of help. Having something like NYCs train seating would benefit riders during heavy	
times. It feels like people forget benches seat two people.	Operating Budget, Management and Spending
For the average rider, the total cost for riding the metro is double the listed rate (there and back). At \$2	
(or \$4 round trip) metro is reasonably priced for it's service, however at higher rates, the constant closures/disruptions in scheduling, especially when a trip requires one or two transfers makes it more	
efficient to uber/lyft to and from my destination. As a customer who uses Metro three or four times a	
week after work for social events, a lot of the proposed changes (fee increase, decreased service hours,	
etc.) would cause me to either jump the gate, not go to social events, or look into uber/lyft more.	
Ultimately, when think about your decisions, understand that the budget cuts listed will decrease an	
already decreasing revenue. In Germany a couple summers ago they tried decreasing fares, and found	
that ridership increased dramatically. When \$2 weekend fares were implemented did ridership increase	
over the weekend? It might be worth considering if increasing reliability so people can make it to and from work on time, or making the metro cost comparable to gas for a car ride, would increase	Operating Budget, Management and Spending
I know your hands are tied, and I really hope that as a region these troubles can be leveraged to	
develop a dedicated funding source for the future of Metro. You all have done a fantastic job given the	
cards you were dealt, and I really want to say I support your work.	Capital Budget
The proposed metro bus changes completely remove my neighborhood (SW) from the bus system. This	
should be reconsidered.	Bus Service
Make the trains safe (in terms of passengers and engineering), frequent, clean, and efficient and	
nothing else will matter. I can deal with slow elevators, broken escalators, and old announcement boards if Leap get to my destination guickly and cafely. Focus on these two things and the WMATA will	
boards if I can get to my destination quickly and safely. Focus on those two things and the WMATA will continue to get people of multiple demographics to use it.	Rail Service
i love you metro system please dont change :(Rail Service
The service is already inconsistent and shoddy, I?d rather pay an extra dollar if my train actually comes	
at a reasonable frequency.	Bus Service
Please don't make any cutes to the 52, 52, 74, and other bus routes serving the Southwest Waterfront	
area. These are vital connections between our community and downtown DC.	Bus Service
Decreasing service patterns will quickly erode ridership, and without ridership there is no hope for recovery from a short-term budget issue. However much increasing fares hurts, if we have to choose,	
increasing fares is the only choice here that makes sense. Really want to see an investment in haunting	
the Marca who manage WMATA?s budget and won?t increase its budget through taxation. Raising	
fares hurts poor riders (I?m not one now, but I was, and will probably be again someday), and cutting	
services destroys public transit.	Operating Budget, Management and Spending
If Metro makes it difficult to travel, ridership will continue to fall, and only continue to exacerbate the	
budget shortfall issues. And personally speaking, door to door, if I catch a train right as it is approaching	
the station, my commute to work is 25 minutes now that there are plenty of red line trains running	
especially during rush hour! But before the ramp up, it used to be almost 40-45 minutes for that same commute if I had to wait 15-20 minutes for a train. That is not reliable train service and it would be just	
as fast for me to walk in those 45 minutes!	Operating Budget, Management and Spending
Red Line turnbacks at Silver Spring would target non-white and working class people for horrendous	
service compared to more affluent populations on the rest of the line. And of course these non-white	
and working class people at e.g. Wheaton and Glenmont already pay the most to ride, so the proposed	
changes to service and fares would be extra-super racist and unfair. I think enacting almost any of	
Metro?s proposed changes would guarantee an area recession: riders fleeing Metro, packed roads	
resulting in accidents/delays/stress/economic loss, and eventually people with other options leaving the DC metro area. I?m considering leaving if service degenerates while fares increase. Without	
frequent and fairly-priced Metro service, this area will regress.	Fares/Fees/Parking
People are already figuring out how to get where they are going as if Metro doesn't exist. A partially	
functioning system with a poor safety culture is not something I want to risk my life, or my precious	
time on. I dont care it may be greener, it can't take me an hour to get home from work when I live only	
3.5 miles away. But with the delays between trains, the breakdowns, the overcrowding, it's just not a	
reliable or viable option. The stress alone also makes this unworkable.	Fare Evasion/Safety/Crime
Both of the options are bad. You need to lobby more money from governments. Easier said than done, but you have a service to uphold to the people, and I'm sure you can make the govts aware of this	Service Levels
Thanks for all you do to keep Metro running. These surveys are important and hopefully are helpful.	Miscellaneous
Cutting bus service should absolutely not be an option at all, but especially when there are no other	
transit options to the areas served by parts of the bus routes. Not everyone and everything in the area	
is located by a metro train stop.	Bus Service
Please prioritize finding additional funding sources over service cuts or fare increases. Revenue only	
represents approximately 16% of total expense for the 2025 forecast. As the majority of the funding	
comes from other sources, it should be incumbent on WMATA to identify other means of closing the gap than service cuts or fare increases. If such measures are necessary, increasing operating hours is by	
far the most tenable option. This is a measure WMATA should consider regardless, as it likely would	
have a positive effect on ridership recovery overtime regardless - an area WMATA has identified as	
important in the wake of the Covid-19 pandemic.	Bus Service
So many comments. I don't know how you expect Metro to thrive if you cut services. The wait times are	
already longer than in other major cities. If you want to increase Metro ridership, you should increase	
services and also move forward with the enhancements to downtown that would reduce cars and	
traffic. Next, I don't know that Metro has an accurate accounting of ridership because the fare station on Metrobuses are often not working. If Metro did have an accurate accounting of ridership, I suspect	
that some bus lines (like P6) would not even be considered for cutting. Third, I would be happy to pay	
	1
the bus fare, but the automatic card reload often does not work on Metrobuses. So there is no way for	
the bus fare, but the automatic card reload often does not work on Metrobuses. So there is no way for	
the bus fare, but the automatic card reload often does not work on Metrobuses. So there is no way for the metro card to automatically reload without going to a metro rail station, which is inconvenient if mostly using Metrobus. Finally, if you increase fares to the point that it's cheaper for a group of people to take a rideshare car than to take Metro, it won't work. Metro needs to be convenient, fast, a	
the bus fare, but the automatic card reload often does not work on Metrobuses. So there is no way for the metro card to automatically reload without going to a metro rail station, which is inconvenient if mostly using Metrobus. Finally, if you increase fares to the point that it's cheaper for a group of people to take a rideshare car than to take Metro, it work work. Metro needs to be convenient, fast, a reduction in price relative to rideshare. If this is not met, then DC could do a lot to deter driving that is	
the bus fare, but the automatic card reload often does not work on Metrobuses. So there is no way for the metro card to automatically reload without going to a metro rail station, which is inconvenient if mostly using Metrobus. Finally, if you increase fares to the point that it's cheaper for a group of people to take a rideshare car than to take Metro, it won't work. Metro needs to be convenient, fast, a reduction in price relative to rideshare. If this is not met, then DC could do a lot to deter driving that is not yet being done (see Paris as an example).	Bus Service
the bus fare, but the automatic card reload often does not work on Metrobuses. So there is no way for the metro card to automatically reload without going to a metro rail station, which is inconvenient if mostly using Metrobus. Finally, if you increase fares to the point that it's cheaper for a group of people to take a rideshare car than to take Metro, it won't work. Metro needs to be convenient, fast, a reduction in price relative to rideshare. If this is not met, then DC could do a lot to deter driving that is not yet being done (see Paris as an example). Having the yellow line turn back at mt Vernon triangle is really reducing my ridership. That?s the	Bus Service
the bus fare, but the automatic card reload often does not work on Metrobuses. So there is no way for the metro card to automatically reload without going to a metro rail station, which is inconvenient if mostly using Metrobus. Finally, if you increase fares to the point that it's cheaper for a group of people to take a rideshare car than to take Metro, it work. Metro needs to be convenient, fast, a reduction in price relative to rideshare. If this is not met, then DC could do a lot to deter driving that is not yet being done (see Paris as an example). Having the yellow line turn back at mt Vernon triangle is really reducing my ridership. That?s the number one reason I picked the place I live at was having access to the yellow line direct to DCA	Bus Service
the bus fare, but the automatic card reload often does not work on Metrobuses. So there is no way for the metro card to automatically reload without going to a metro rail station, which is inconvenient if mostly using Metrobus. Finally, if you increase fares to the point that it's cheaper for a group of people to take a rideshare car than to take Metro, it won't work. Metro needs to be convenient, fast, a reduction in price relative to rideshare. If this is not met, then DC could do a lot to deter driving that is not yet being done (see Paris as an example). Having the yellow line turn back at mt Vernon triangle is really reducing my ridership. That?s the	Bus Service
the bus fare, but the automatic card reload often does not work on Metrobuses. So there is no way for the metro card to automatically reload without going to a metro rail station, which is inconvenient if mostly using Metrobus. Finally, if you increase fares to the point that it's cheaper for a group of people to take a rideshare car than to take Metro, it won't work. Metro needs to be convenient, fast, a reduction in price relative to rideshare. If this is not met, then DC could do a lot to deter driving that is not yet being done (see Paris as an example). Having the yellow line turn back at mt Vernon triangle is really reducing my ridership. That?s the number one reason I picked the place I live at was having access to the yellow line direct to DCA airport. I hate transfers and thus just end up ubering. Increase fares. Increase enforcement of fare	Bus Service Fares/Fees/Parking
the bus fare, but the automatic card reload often does not work on Metrobuses. So there is no way for the metro card to automatically reload without going to a metro rail station, which is inconvenient if mostly using Metrobus. Finally, if you increase fares to the point that it's cheaper for a group of people to take a rideshare car than to take Metro, it work work. Metro needs to be convenient, fast, a reduction in price relative to rideshare. If this is not met, then DC could do a lot to deter driving that is not yet being done (see Paris as an example). Having the yellow line turn back at mt Vernon triangle is really reducing my ridership. That?s the number one reason I picked the place I live at was having access to the yellow line direct to DCA airport. I hate transfers and thus just end up ubering. Increase fares. Increase enforcement of fare skipping. Make more social programs to reduce fare for those members of the community who need support but increase the fares for the members who can afford it. If DC, Maryland, and Virginia are unwilling to provide the necessary funding for this essential	
the bus fare, but the automatic card reload often does not work on Metrobuses. So there is no way for the metro card to automatically reload without going to a metro rail station, which is inconvenient if mostly using Metrobus. Finally, if you increase fares to the point that it's cheaper for a group of people to take a rideshare car than to take Metro, it won't work. Metro needs to be convenient, fast, a reduction in price relative to rideshare. If this is not met, then DC could do a lot to deter driving that is not yet being done (see Paris as an example). Having the yellow line turn back at mt Vernon triangle is really reducing my ridership. That?s the number one reason I picked the place I live at was having access to the yellow line direct to DCA airport. I hate transfers and thus just end up ubering. Increase fares. Increase enforcement of fare skipping. Make more social programs to reduce fare for those members of the community who need support but increase the fares for the members who can afford it. If DC, Maryland, and Virginia are unwilling to provide the necessary funding for this essential government service, Metro's proposals should mostly be focused on increasing fares for those who can	
the bus fare, but the automatic card reload often does not work on Metrobuses. So there is no way for the metro card to automatically reload without going to a metro rail station, which is inconvenient if mostly using Metrobus. Finally, if you increase fares to the point that it's cheaper for a group of people to take a rideshare car than to take Metro, it won't work. Metro needs to be convenient, fast, a reduction in price relative to rideshare. If this is not met, then DC could do a lot to deter driving that is not yet being done (see Paris as an example). Having the yellow line turn back at mt Vernon triangle is really reducing my ridership. That?s the number one reason I picked the place I live at was having access to the yellow line direct to DCA airport. I hate transfers and thus just end up ubering. Increase fares. Increase enforcement of fare skipping. Make more social programs to reduce fare for those members of the community who need support but increase the fares for the members who can afford it. If DC, Maryland, and Virginia are unwilling to provide the necessary funding for this essential government service, Metro's proposals should mostly be focused on increasing fares for those who can most afford it. If lower-income people are more likely to use the bus, maybe keep bus prices the same	Fares/Fees/Parking
the bus fare, but the automatic card reload often does not work on Metrobuses. So there is no way for the metro card to automatically reload without going to a metro rail station, which is inconvenient if mostly using Metrobus. Finally, if you increase fares to the point that it's cheaper for a group of people to take a rideshare car than to take Metro, it won't work. Metro needs to be convenient, fast, a reduction in price relative to rideshare. If this is not met, then DC could do a lot to deter driving that is not yet being done (see Paris as an example). Having the yellow line turn back at mt Vernon triangle is really reducing my ridership. That?s the number one reason I picked the place I live at was having access to the yellow line direct to DCA airport. I hate transfers and thus just end up ubering. Increase fares. Increase enforcement of fare skipping. Make more social programs to reduce fare for those members of the community who need support but increase the fares for the members who can afford it. If DC, Maryland, and Virginia are unwilling to provide the necessary funding for this essential government service, Metro's proposals should mostly be focused on increasing fares for those who can	Fares/Fees/Parking

Comment	Category
Many of these routes are integral to both adults and students getting to work and school every day. While I understand that cutting some routes makes sense on paper, the real impact is detrimental to	
the mobility of lower and middle classes in DC. Cutting service is a bad choice that will hurt DC, most	
likely disproportionately hurting low income residents and residents of color.	Bus Service
I am in favor of implementing a county level tax for regions that use the public transport system, as	
those living in the areas have relatively higher income and also benefits most from the services. Service cuts threaten a downward spiral in ridership we should prioritize public spending on metro.	Service Levels Bus Service
Metrorail was a pain to take during the COVID-19 service frequency reductions with trains as much as	bus service
20-30 minutes apart. Riders do not want to see such low frequencies again due to possible service cuts.	
Driving a car in the District has its risks due to increased carjacking rates, and we need to have viable	
public transit as an option. This is the capital of the United States of America, proper public transit	
service should not be hard to fund, especially when the country is pumping countless dollars into unnecessary overseas military operations that don't directly benefit our citizens. We the people deserve	
better than to be subject to Metro service cuts.	Bus Service
In my opinion, irrespective of how significantly it contributes to closing the budget gap, it will be great	
to see increased ridership in Metro. But for this I think a drastic improvement in system reliability is	
needed. On a multi-leg trip, at least one leg is almost sure to involve a delay (train arrived late, train stuck during operation etc). As often as not, if I go to a station at random, there are passenger	
announcements regarding delays (including residual). Every weekend brings single-tracking and	
modified operations on anywhere between 1 and 6 lines. While significant improvements have taken	
place since Randy Clarke assumed the GM's position, honestly, much more is needed if Metro is to	
achieve record high ridership. The target has to be every train trip of a day within two minutes of its	
schedule at every station, every day. While this is ambitious, at least some perfect days would be a good target to start from (I doubt that Metro has had even one in the last 365 days). For this reason I	
allocated all of the hypothetical budget to rail maintenance activities. There has to be significant	
improvement in reliability, and after that, a suitable marketing campaign to attract customers.	Operating Budget, Management and Spending
Metro should focus on it's core service which is providing a high-quality, timely commuter service.	
Extending hours on the weekends is a luxury, but one the system cannot afford. Ridership during the	
week dwarfs the weekend ridership. Late-night ridership is extremely low outside of a few select events. While I would love a thriving weekend service, we don't presently have the resources to pursue	
lower-return services. For now, the core service should be the focus.	Bus Service
if you reinforce fare avoiding people you will be able to tackle some of the issues. cut salaries . diversify	
personnel etc etc	Fares/Fees/Parking
DC City Council needs to properly fund WMATA and not fund other pointless projects in the city. DC metro access is critical to DC thriving as a city. Enforcing metro fares is also critical, to date too many	
people just don?t even pay to ride the metro, putting the cost burden on law abiding citizens. As a DC	
resident, that is unacceptable.	MetroAccess
Please do not eliminate bus service in SW as this proposal would do! Maintain/extend service along p6,	
74 and 52 routes! If you cut the P6, 74, and 52, you cut off SW from the use of the bus toward downtown. Only leaves the	Bus Service
circulator.	Bus Service
I am a teacher in DC and I have many students that take public transportation to school. The proposed	
cuts would greatly impact mine and my students ability to get to school.	Miscellaneous
Metro should be free at point of service and be funded by progressive taxes. That would eliminate	
concerns about fare evasion and ensure steady revenue. Everyone benefits from a robust metro system, even people who don?t ride it. Cutting service would make using metro far less attractive and	
initiate a death spiral.	
Instance a court option	Bus Service
I think University students should get free metro, some of us need to go home and the metro is our	Bus Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students	Bus Service Rail Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would welcome reasonable service cuts if the cost to travel remains as is. It's already expensive to	Rail Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students	
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would welcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with	Rail Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students. I would welcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a	Rail Service Bus Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would welcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rapidly expanding population, including many low-income families and individuals.	Rail Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students. I would welcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a	Rail Service Bus Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would welcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rapidly expanding population, including many low-income families and individuals. I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I	Rail Service Bus Service Bus Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would welcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rajidly expanding population, including many low-income families and individuals. I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I cannot afford for this service to be eliminated. The cost is way too high for an individual metro rider. What is the point in having public transportation that isn't inexpensive and convenient to the rider. And if you don't have those 2 what is the point in	Rail Service Bus Service Bus Service Bus Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would welcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rapidly expanding population, including many low-income families and individuals. I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I cannot afford for this service to be eliminated. The cost is way too high for an individual metro rider. What is the point in having public transportation that sin't inexpensive and convenient to the rider. And if you don't have those 2 what is the point in having a train system.	Rail Service Bus Service Bus Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would welcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rajidly expanding population, including many low-income families and individuals. I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I cannot afford for this service to be eliminated. The cost is way too high for an individual metro rider. What is the point in having public transportation that isn't inexpensive and convenient to the rider. And if you don't have those 2 what is the point in	Rail Service Bus Service Bus Service Bus Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would welcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rapidly expanding population, including many low-income families and individuals. I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I cannot afford for this service to be eliminated. The cost is way too high for an individual metro rider. What is the point in having public transportation that isn't inexpensive and convenient to the rider. And if you don't have those 2 what is the point in having a train system. If there are cuts to the frequency of trains during rush hour times people will be less inclined to use metro to get to work thus decreasing ridership even more than it already it. I am begging you not to turn around at Silver Spring. It would dramatically impact my commute, my	Rail Service Bus Service Bus Service Bus Service Fares/Fees/Parking
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would welcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rapidly expanding population, including many low-income families and individuals. I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I cannot afford for this service to be eliminated. The cost is way too high for an individual metro rider. What is the point in having public transportation that isn't inexpensive and convenient to the rider. And if you don't have those 2 what is the point in having a train system. If there are cuts to the frequency of trains during rush hour times people will be less inclined to use metro to get to work thus decreasing ridership even more than it already it. I am begging you not to turn around at Silver Spring. It would dramatically impact my commute, my ability to enjoy the city outside of work. We are already going to be hit by the closures all summer, and	Rail Service Bus Service Bus Service Fares/Fees/Parking Bus Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would welcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rapidly expanding population, including many low-income families and individuals. I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I cannot afford for this service to be eliminated. The cost is way too high for an individual metro rider. What is the point in having public transportation that isn't inexpensive and convenient to the rider. And if you don't have those 2 what is the point in having a train system. If there are cuts to the frequency of trains during rush hour times people will be less inclined to use metro to get to work thus decreasing ridership even more than it already it. I am begging you not to turn around at Silver Spring. It would dramatically impact my commute, my ability to enjoy the city outside of work. We are already going to be hit by the closures all summer, and it would be horrendous to go through that only to have dramatically worse service.	Rail Service Bus Service Bus Service Bus Service Fares/Fees/Parking
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would welcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rapidly expanding population, including many low-income families and individuals. I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I cannot afford for this service to be eliminated. The cost is way too high for an individual metro rider. What is the point in having public transportation that isn't inexpensive and convenient to the rider. And if you don't have those 2 what is the point in having a train system. If there are cuts to the frequency of trains during rush hour times people will be less inclined to use metro to get to work thus decreasing ridership even more than it already it. I am begging you not to turn around at Silver Spring. It would dramatically impact my commute, my ability to enjoy the city outside of work. We are already going to be hit by the closures all summer, and	Rail Service Bus Service Bus Service Fares/Fees/Parking Bus Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would velcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rapidly expanding population, including many low-income families and individuals. I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I cannot afford for this service to be eliminated. The cost is way too high for an individual metro rider. What is the point in having public transportation that isn't inexpensive and convenient to the rider. And if you don't have those 2 what is the point in having a train system. I am begging you not to turn around at Silver Spring. It would dramatically impact my commute, my ability to enjoy the city outside of work. We are already ging to be hit by the closures all summer, and it would be horrendous to go through that only to have dramatically worse service. Metro is a public service. It is incumbent upon DC, MD, and VA to fund public services. Increasing prices will hurt low income people the most and disincentivize everyone who has a choice from taking metro.	Rail Service Bus Service Bus Service Fares/Fees/Parking Bus Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would welcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rapidly expanding population, including many low-income families and individuals. I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I cannot afford for this service to be eliminated. The cost is way too high for an individual metro rider. What is the point in having public transportation that isn't inexpensive and convenient to the rider. And if you don't have those 2 what is the point in having a train system. If there are cuts to the frequency of trains during rush hour times people will be less inclined to use metro to get to work thus decreasing ridership even more than it already it. I am begging you not to turn around at Silver Spring. It would dramatically impact my commute, my ability to enjoy the city outside of work. We are already going to be hit by the closures all summer, and it would be horrendous to go through that only to have dramatically worse service. Metro is a public service. It is incumbent upon DC, MD, and VA to fund public services. Increasing prices will hurt low income people the most and disincentivize everyone who has a choice from taking metro. With less services provided people will use it less and the budget shortfall will only get worse. I rely on the Metro for commuting and would be more likely to use ride sharing apps instead if the Metro	Rail Service Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would welcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rapidly expanding population, including many low-income families and individuals. I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I cannot afford for this service to be eliminated. The cost is way too high for an individual metro rider. What is the point in having public transportation that isn't inexpensive and convenient to the rider. And if you don't have those 2 what is the point in having a train system. If there are cuts to the frequency of trains during rush hour times people will be less inclined to use metro to get to work thus decreasing ridership even more than it already it. I am begging you not to turn around at Silver Spring. It would dramatically impact my commute, my ability to enjoy the city outside of work. We are already going to be hit by the closures all summer, and it would be horrendous to go through that only to have dramatically worse service. Metro is a public service. It is incumbent upon DC, MD, and VA to fund public services. Increasing prices will hurt low income people the most and disincentivize everyone who has a choice from taking metro. With less services provided people will use it less and the budget shortfall will only get worse. I rely on the Metro for commuting and would be more likely to use ride sharing apps instead if the Metro become more unreliable.	Rail Service Bus Service Bus Service Fares/Fees/Parking Bus Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would welcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rapidly expanding population, including many low-income families and individuals. I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I cannot afford for this service to be eliminated. The cost is way too high for an individual metro rider. What is the point in having public transportation that isn't inexpensive and convenient to the rider. And if you don't have those 2 what is the point in having a train system. If there are cuts to the frequency of trains during rush hour times people will be less inclined to use metro to get to work thus decreasing ridership even more than it already it. I am begging you not to turn around at Silver Spring. It would dramatically impact my commute, my ability to enjoy the city outside of work. We are already going to be hit by the closures all summer, and it would be horrendous to go through that only to have dramatically worse service. Metro is a public service. It is incumbent upon DC, MD, and VA to fund public services. Increasing prices will hurt low income people the most and disincentivize everyone who has a choice from taking metro. With less services provided people will use it less and the budget shortfall will only get worse. I rely on the Metro for commuting and would be more likely to use ride sharing apps instead if the Metro	Rail Service Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would welcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rapidly expanding population, including many low-income families and individuals. I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I cannot afford for this service to be eliminated. The cost is way too high for an individual metro rider. What is the point in having public transportation that isn't inexpensive and convenient to the rider. And if you don't have those 2 what is the point in having a train system. If there are cuts to the frequency of trains during rush hour times people will be less inclined to use metro to get to work thus decreasing ridership even more than it already it. I am begging you not to turn around at Silver Spring. It would dramatically impact my commute, my ability to enjoy the city outside of work. We are already going to be hy the closures all summer, and the would be horrendous to go through that only to have those to shortfall will only get worse. I rely on Wetro is a public service. It is incumbent upon DC, MD, and VA to fund public services. Increasing prices will hurt low income people the most and disincentivize everyone who has a choice from taking metro. With less services provided people will use it less and the budget shortfall will only get worse. I rely on the Metro for commuting and would be more likely to use ride sharing apps instead if the Metro become more unreliable. I	Rail Service Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would welcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rapidly expanding population, including many low-income families and individuals. I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I cannot afford for this service to be eliminated. The cost is way too high for an individual metro rider. What is the point in having public transportation that isn't inexpensive and convenient to the rider. And if you don't have those 2 what is the point in having a train system. If there are cuts to the frequency of trains during rush hour times people will be less inclined to use metro to get to work thus decreasing ridership even more than it already it. I am begging you not to turn around at Silver Spring. It would dramatically impact my commute, my ability to enjoy the city outside of work. We are already going to be hit by the closures all summer, and it would be horrendous to go through that only to have dramatically worse service. Increasing prices will hurt low income people the most and disincentivize everyone who has a choice from taking metro. With less services provided people will use it less and the budget shortfall will only get worse. I rely on the Metro for commuting and would be more likely to use ride sharing apps instead if the Metro become more unreliable. It is going to be hard pressed to ask those that pay to pay more when Metro has done litte to effectively ad	Rail Service Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would velcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rapidly expanding population, including many low-income families and individuals. I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I cannot afford for this service to be eliminated. The cost is way too high for an individual metro rider. What is the point in having public transportation that isn't inexpensive and convenient to the rider. And if you don't have those 2 what is the point in having a train system. If there are cuts to the frequency of trains during rush hour times people will be less inclined to use metro to get to work thus decreasing ridership even more than it already it. I am begging you not to turn around at Silver Spring. It would dramatically impact my commute, my ability to enjoy the city outside of work. We are already going to be hit by the closures all summer, and it would be horrendous to go through that only to have dramatically worse service. Metro is a public service. It is incumbent upon DC, MD, and VA to fund public services. Increasing prices will hurt low income people the most and disincentivize everyone who has a choice from taking metro. With less services provided people will use it less and the budget shortfall will only get worse. I rely on the Metro for commuting and would be more likely to use ride sharing apps instead if the Metro become more unreliable. It is going to be ha	Rail Service Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would welcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rapidly expanding population, including many low-income families and individuals. I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I cannot afford for this service to be eliminated. The cost is way too high for an individual metro rider. What is the point in having public transportation that isn't inexpensive and convenient to the rider. And if you don't have those 2 what is the point in having a train system. If there are cuts to the frequency of trains during rush hour times people will be less inclined to use metro to get to work thus decreasing ridership even more than it already it. I am begging you not to turn around at Silver Spring. It would dramatically impact my commute, my ability to enjoy the city outside of work. We are already going to be hit by the closures all summer, and it would be horrendous to go through that only to have dramatically worse service. Metro is a public service. It is incumbent upon DC, MD, and VA to fund public services. Increasing prices will hurt low income people the most and disincentivize everyone who has a choice from taking metro. With less services provided people will use it less and the budget shortfall will only get worse. I rely on the Metro for commuting and would be more likely to use ride sharing apps instead if the Metro become more unrellable. It is going to be ha	Rail Service Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would velcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rapidly expanding population, including many low-income families and individuals. I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I cannot afford for this service to be eliminated. The cost is way too high for an individual metro rider. What is the point in having public transportation that isn't inexpensive and convenient to the rider. And if you don't have those 2 what is the point in having a train system. If there are cuts to the frequency of trains during rush hour times people will be less inclined to use metro to get to work thus decreasing ridership even more than it already it. I am begging you not to turn around at Silver Spring. It would dramatically impact my commute, my ability to enjoy the city outside of work. We are already going to be hit by the closures all summer, and it would be horrendous to go through that only to have dramatically worse service. Metro is a public service. It is incumbent upon DC, MD, and VA to fund public services. Increasing prices will hurt low income people the most and disincentivize everyone who has a choice from taking metro. With less services provided people will use it less and the budget shortfall will only get worse. I rely on the Metro for commuting and would be more likely to use ride sharing apps instead if the Metro become more unreliable. It is going to be ha	Rail Service Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would welcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rapidly expanding population, including many low-income families and individuals. I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I cannot afford for this service to be eliminated. The cost is way too high for an individual metro rider. What is the point in having public transportation that isn't inexpensive and convenient to the rider. And if you don't have those 2 what is the point in having a train system. If there are cuts to the frequency of trains during rush hour times people will be less inclined to use metro to get to work thus decreasing ridership even more than it already it. I am begging you not to turn around at Silver Spring. It would dramatically impact my commute, my ability to enjoy the city outside of work. We are already going to be hit by the closures all summer, and it would be horrendous to go through that only to have dramatically worse service. Metro is a public service. It is incumbent upon DC, MD, and VA to fund public services. Increasing prices will hur I low income people the most and disincentivize everyone who has a choice from taking metro. With less services provided people will use it less and the budget shortfall will only get worse. I rely on the Metro for commuting and would be more likely to use ride sharing apps instead if the Metro become more unreliable. It is going to be h	Rail Service Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would welcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rapidly expanding population, including many low-income families and individuals. I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I cannot afford for this service to be eliminated. The cost is way too high for an individual metro rider. What is the point in having public transportation that isn't inexpensive and convenient to the rider. And if you don't have those 2 what is the point in having a train system. If there are cuts to the frequency of trains during rush hour times people will be less inclined to use metro to get to work thus decreasing ridership even more than it already it. I am begging you not to turn around at Silver Spring. It would dramatically impact my commute, my ability to enjoy the city outside of work. We are already going to be hit by the closures all summer, and it would be horrendous to go through that only to have dramatically worse service. Metro for commuting and would be more likely to use ride shortfall will only get worse. I rely on the Metro for commuting and would be more likely to use ride shortfall will only get worse. I rely on the Metro for commuting and would be more likely to use ride shortfall will only get worse. I trely on the Metro for commuting and would be more likely to use ride shortfall will only get worse. I trely on the Metro for commuting and would be more likely	Rail Service Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would welcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rajidly expanding population, including many low-income families and individuals. I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I cannot afford for this service to be eliminated. The cost is way too high for an individual metro rider. What is the point in having public transportation that isn't inexpensive and convenient to the rider. And if you don't have those 2 what is the point in having a train system. If there are cuts to the frequency of trains during rush hour times people will be less inclined to use metro to get to work thus decreasing ridership even more than it already it. I am begging you not to turn around at Silver Spring. It would dramatically impact my commute, my ability to enjoy the city outside of work. We are already going to be hit by the closures all summer, and it would be horrendous to go through that only to have dramatically worse service. Metro is a public service. It is incumbent upon DC, MD, and VA to fund public services. Increasing prices will hurt low income people the most and disincentivize everyone who has a choice from taking metro. With less services provided people will use it less and the budget shortfall will only get worse. I rely on the Metro for commuting and would be more likely to use ride sharing apps instead if the Metro become more unreliable. It is going to be ha	Rail Service Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would welcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rapidly expanding population, including many low-income families and individuals. I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I cannot afford for this service to be eliminated. The cost is way too high for an individual metro rider. What is the point in having public transportation that isn't inexpensive and convenient to the rider. And if you don't have those 2 what is the point in having a train system. If there are cuts to the frequency of trains during rush hour times people will be less inclined to use metro to get to work thus decreasing ridership even more than it already it. I am begging you not to turn around at Silver Spring. It would dramatically impact my commute, my ability to enjoy the city outside of work. We are already going to be hit by the closures all summer, and it would be horrendous to go through that only to have dramatically worse service. Metro for commuting and would be more likely to use ride shortfall will only get worse. I rely on the Metro for commuting and would be more likely to use ride shortfall will only get worse. I rely on the Metro for commuting and would be more likely to use ride shortfall will only get worse. I trely on the Metro for commuting and would be more likely to use ride shortfall will only get worse. I trely on the Metro for commuting and would be more likely	Rail Service Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service Operating Budget, Management and Spending
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would velcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rapidly expanding population, including many low-income families and individuals. I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I cannot afford for this service to be eliminated. The cost is way too high for an individual metro rider. What is the point in having public transportation that isn't inexpensive and convenient to the rider. And if you don't have those 2 what is the point in having a train system. If there are cuts to the frequency of trains during rush hour times people will be less inclined to use metro to get to work thus decreasing ridership even more than it already it. I am begging you not to turn around at Silver Spring. It would dramatically impact my commute, my ability to enjoy the city outside of work. We are already going to be hit by the closures all summer, and it would be horrendous to go through that only to have dramatically worse service. Metro is a public service. It is incumbent upon DC, MD, and VA to fund public services. Increasing prices will hurt low income people the most and disincentivize everyone who has a choice from taking metro. With less services provided people will use it less and the budget shortfall will only get worse. I rely on the Metro for commuting and would be more likely to use ride sharing apps instead if the Metro become more unreliable. It is going to be ha	Rail Service Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would velcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rapidly expanding population, including many low-income families and individuals. I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I cannot afford for this service to be eliminated. The cost is way too high for an individual metro rider. What is the point in having public transportation that isn't inexpensive and convenient to the rider. And if you don't have those 2 what is the point in having a train system. If there are cuts to the frequency of trains during rush hour times people will be less inclined to use metro to get to work thus decreasing ridership even more than it already it. I am begging you not to turn around at Silver Spring. It would dramatically impact my commute, my ability to enjoy the city outside of work. We are already going to be hit by the closures all summer, and it would be horrendous to go through that only to have dramatically worse service. Metro is a public service. It is incumbent upon DC, MD, and VA to fund public services. Increasing prices will hurt low income people the most and disincentivize everyone who has a choice from taking metro. With less services provided people will use it less and the budget shortfall will only get worse. I rely on the Metro for commuting and would be more likely to use ride sharing apps instead if the Metro become more unreliable. It is going to be ha	Rail Service Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service Operating Budget, Management and Spending
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would welcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rapidly expanding population, including many low-income families and individuals. I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I cannot afford for this service to be eliminated. The cost is way too high for an individual metro rider. What is the point in having public transportation that isn't inexpensive and convenient to the rider. And if you don't have those 2 what is the point in having a train system. If there are cuts to the frequency of trains during rush hour times people will be less inclined to use metro to get to work thus decreasing ridership even more than it already it. I am begging you not to turn around at Silver Spring. It would dramatically impact my commute, my ability to enjoy the city outside of work. We are already going to be hit by the closures all summer, and it would be horrendous to go through that only to have dramatically worse service. Metro is a public service. It is incumbent upon DC, MD, and VA to fund public services. Increasing prices will hurt low income people the most and disincentivize everyone who has a choice from taking metro. With less services provided people will use it less and the budget shortfall will only get worse. I rely on the Metro for commuting and would be more likely to use ride sharing apps instead if the Metro become more unreliable. Coristently there is	Rail Service Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Operating Budget, Management and Spending
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would velcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rapidly expanding population, including many low-income families and individuals. I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I cannot afford for this service to be eliminated. The cost is way too high for an individual metro rider. What is the point in having public transportation that isn't inexpensive and convenient to the rider. And if you don't have those 2 what is the point in having a train system. If there are cuts to the frequency of trains during rush hour times people will be less inclined to use metro to get to work thus decreasing ridership even more than it already it. I am begging you not to turn around at Silver Spring. It would dramatically impact my commute, my ability to enjoy the city outside of work. We are already going to be hit by the closures all summer, and it would be horrendous to go through that only to have dramatically worse service. Metro is a public service. It is incumbent upon DC, MD, and VA to fund public services. Increasing prices will hurt low income people the most and disincentivize everyone who has a choice from taking metro. With less services provided people will use it less and the budget shortfall will only get worse. I rely on the Metro for commuting and would be more likely to use ride sharing apps instead if the Metro become more unreliable. It is going to be ha	Rail Service Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Operating Budget, Management and Spending
I think University students should get free metro, some of us need to go home and the metro is our only form of transportation and we?re broke college students I would welcome reasonable service cuts if the cost to travel remains as is. It's already expensive to travel to Virginia from Maryland and back. If your costs go up, I'm not sure how I'll get to work. Eliminating P6 and south end of 52 routes would eliminate almost all bus service between SW and downtown. While the area has ample access to trains, buses are often more accessible for those with limited mobility and are essential when elevators are unavailable to access the trains. SW is home to a rapidly expanding population, including many low-income families and individuals. I am a school teacher. The only way I, and many of my students, can get to school is the K2 bus. I cannot afford for this service to be eliminated. The cost is way too high for an individual metro rider. What is the point in having public transportation that isn't inexpensive and convenient to the rider. And if you don't have those 2 what is the point in having a train system. If there are cuts to the frequency of trains during rush hour times people will be less inclined to use metro to get to work thus decreasing ridership even more than it already it. I am begging you not to turn around at Silver Spring. It would dramatically impact my commute, my ability to enjoy the city outside of work. We are already going to be hit by the closures all summer, and it would be horrendous to go through that only to have dramatically worse service. Metro for commuting and would be more likely to use ride sharing apps instead if the Metro become more unreliable. It is going to be hard pressed to ask those that pay to pay more when Metro has done little to effectively address fare evasion on the rail and absolutely nothing on the bus. Ridership may be up, but paying customers can see that in some stations and some bus lines only 20-percent paying their fare. Crime, drug distribution and use, viol	Rail Service Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending

Comment	Category
Before you think about raising fare prices, Metro needs to do a better job of one of the main reasons	
for their budget shortfall, which is fare evasion. You spend what has to be a big chunk of change of a	
handful of fare gate revisions, which seem to have little to no effect on the issue.	Operating Budget, Management and Spending
Rather than cutting bus routes from the current system, I would rather see implementation of the	
Better Bus network. I support fare increases to \$2.50 flat rate on the weekends, with smaller fare	
increases for weekday service. I do not support any service cuts that see service frequency drop below 1	
train every 10 minutes.	Bus Service
I hate that wmata is being put in this situation. I firmly believe that reducing service will create the	basservice
'doomspiral' and those that can take other modes (single occupancy vehicles) will do it, which is bad for	
everyone, and most importantly, riders who rely on wmata to get to work, school, see friends, will be	
again disproportionally affected by these eliminations and cuts, further isolating them physically,	
socially and economically. As parking downtown continues to be basically free- it is a tough sell to	
those with vehicles to not drive when the metro costs \$7 for a one-way trip. I am a huge believer that	
frequent, reliable service is the best way to move forward. If a bus ran outside my building ever 15	
minutes, I would take it to do all my errands and get to work already it only runs every hour (and not	
weekends, when I want to take it) and if it runs any less frequently I will not even consider taking it.	
Same for the metro- waiting for up to 20 minutes at an outside, cold, dark station is not something I	
am going to do. Please protect current riders, and thank you to your bus and rail drivers for all they do	
for us.	Bus Service
Publish which stops you would close - this will impact my response to the survey. Also, why build like	
10 new silver line stops just to close 10 other stops?	Miscellaneous
My biggest concerns with taking the metro are safety and reliability. Without these two issues being	
	Fare Evasion /Safety/Crime
addressed, it will be hard to justify raising fares.	Fare Evasion/Safety/Crime
I completely understand how Metro has to make these proposals as WMATA relies heavily on non-	
secured funding on a yearly basis, causing this issue of a budget shortfall to happen way too often. For	
me as a metrorail user, safety is always the top priority, followed by service. Closing low ridership	
stations, while not ideal, seems to be an effective way to manage the budget without having a	
detrimental impact to service. However, decreasing service on the Red line between Grosvenor-Shady	
Grove would impact me directly, so decreasing service on the Red, Orange, Blue or Silver lines seems	
like it would have a much greater impact on people's behaviors when it comes to ridership (compared	
to closing low ridership stations). Keeping rush hour service on weekdays and decreasing weekend	
service seems like it would be another effective strategy that has a lower impact.	Operating Budget, Management and Spending
Metro should not be looking for cuts to service or fare hikes to make up their budget short-fall. They	
should be firing people who made procurement decisions regarding new 7700 series trains that	
don't stay on the track and turnstiles that allow riders to skip paying fares. These are Metro's internal	
failings. Fire some of the executives and hire-ups that made these choices. Have your new CEO take a	
Incurrent Thorse Traid what I needed to cover I know it wen't mean anything	Operating Budget Management and Sponding
pay cut. There. I said what I needed to say. I know it won't mean anything.	Operating Budget, Management and Spending
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro	
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares	Operating Budget, Management and Spending Fares/Fees/Parking
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is	
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it	Fares/Fees/Parking
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate	
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if	Fares/Fees/Parking Rail Service
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour	Fares/Fees/Parking
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system.	Fares/Fees/Parking Rail Service
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to to the service in contribute.	Fares/Fees/Parking Rail Service
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system.	Fares/Fees/Parking Rail Service
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to to the service in contribute.	Fares/Fees/Parking Rail Service
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as	Fares/Fees/Parking Rail Service
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as our main mode of transportation because we have to cater to suburbanites 25+ miles outside the city	Fares/Fees/Parking Rail Service Bus Service
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as our main mode of transportation because we have to cater to suburbanites 25+ miles outside the city who use it sparingly.	Fares/Fees/Parking Rail Service Bus Service
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares. Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as our main mode of transportation because we have to cater to suburbanites 25+ miles outside the city who use it sparingly. Fare increases and an increase in parking fares would greatly impact those of us who don?t receive	Fares/Fees/Parking Rail Service Bus Service Capital Budget
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as our main mode of transportation because we have to cater to suburbanites 25+ miles outside the city who use it sparingly. Fare increases and an increase in parking fares would greatly impact those of us who don?t receive subsidies from the federal government. I?m totally against any increase with the exception of weekend fare increases.	Fares/Fees/Parking Rail Service Bus Service
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as our main mode of transportation because we have to cater to suburbanites 25+ miles outside the city who use it sparingly. Fare increases and an increase in parking fares would greatly impact those of us who don?t receive subsidies from the federal government. I?m totally against any increase with the exception of weekend fare increases. Metro is the backbone of the region, service cannot be cut/reduced as it will cause a death spiral. There	Fares/Fees/Parking Capital Budget Fares/Fees/Parking
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares. Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as our main mode of transportation because we have to cater to suburbanites 25+ miles outside the city who use it sparingly. Fare increases and an increase in parking fares would greatly impact those of us who don?t receive subsidies from the federal government. I?m totally against any increase with the exception of weekend fare increases. Metro is the backbone of the region, service cannot be cut/reduced as it will cause a death spiral. There must be a dedicated organization in charge of the metro budget.	Fares/Fees/Parking Rail Service Bus Service Capital Budget
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as our main mode of transportation because we have to cater to suburbanites 25+ miles outside the city who use it sparingly. Fare increases and an increase in parking fares would greatly impact those of us who don?t receive subsidies from the federal government. I?m totally against any increase with the exception of weekend fare increases. Metro is the backbone of the region, service cannot be cut/reduced as it will cause a death spiral. There must be a dedicated organization in charge of the metro budget. I absolutely love the metro. I hope local governments realize just how important having access to	Fares/Fees/Parking Rail Service Bus Service Capital Budget Fares/Fees/Parking Operating Budget, Management and Spending
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as our main mode of transportation because we have to cater to suburbanites 25+ miles outside the city who use it sparingly. Fare increases and an increase in parking fares would greatly impact those of us who don?t receives subsidies from the federal government. I?m totally against any increase with the exception of weekend fare increases. Metro is the backbone of the region, service cannot be cut/reduced as it will cause a death spiral. There must be a dedicated organization in charge of the metro budget. I absolutely love the metro. I hope local governments realize just how important having access to reliable and affordable transportation is to the communities.	Fares/Fees/Parking Rail Service Capital Budget Fares/Fees/Parking Operating Budget, Management and Spending Rail Service Rail Service
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as our main mode of transportation because we have to cater to suburbanites 25+ miles outside the city who use it sparingly. Fare increases and an increase in parking fares would greatly impact those of us who don?t receive subsidies from the federal government. I?m totally against any increase with the exception of weekend fare increases. Metro is the backbone of the region, service cannot be cut/reduced as it will cause a death spiral. There must be a dedicated organization in charge of the metro budget. I absolutely love the metro. I hope local governments realize just how important having access to reliable and afordable transportation is to the communities. Please tell us how to advocate for better Metro funding.	Fares/Fees/Parking Rail Service Bus Service Capital Budget Fares/Fees/Parking Operating Budget, Management and Spending
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as our main mode of transportation because we have to cater to suburbanites 25+ miles outside the city who use it sparingly. Fare increases and an increase in parking fares would greatly impact those of us who don?t receive subsidies from the federal government. I?m totally against any increase with the exception of weekend fare increases. Metro is the backbone of the region, service cannot be cut/reduced as it will cause a death spiral. There must be a decitated organization in charge of the metro budget. I absolutely love the metro. I hope local governments realize just how important having access to reliable and affordable transportation is to the communities. Please tell us how to advocate for better Metro funding. You keep raising prices and nothing is improving. Meanwhile you still have massive numbers of people	Fares/Fees/Parking Rail Service Capital Budget Fares/Fees/Parking Operating Budget, Management and Spending Rail Service Rail Service
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as our main mode of transportation because we have to cater to suburbanites 25+ miles outside the city who use it sparingly. Fare increases and an increase in parking fares would greatly impact those of us who don?t receive subsidies from the federal government. I?m totally against any increase with the exception of weekend fare increases. Metro is the backbone of the region, service cannot be cut/reduced as it will cause a death spiral. There must be a dedicated organization in charge of the metro budget. I absolutely love the metro. I hope local governments realize just how important having access to reliable and affordable transportation is to the communities. Please tell us how to advocate for better Metro funding. You keep raising prices and nothing is improving. Meanwhile you still have massive numbers of people jumping the turnstile. Make them pay, stop making your paying customers foot the bill for the thivees,	Fares/Fees/Parking Rail Service Capital Budget Fares/Fees/Parking Operating Budget, Management and Spending Rail Service Capital Budget
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as our main mode of transportation because we have to cater to suburbanites 25+ miles outside the city who use it sparingly. Fare increases and an increase in parking fares would greatly impact those of us who don?t receive subsidies from the federal government. I?m totally against any increase with the exception of weekend fare increases. Metro is the backbone of the region, service cannot be cut/reduced as it will cause a death spiral. There must be a dedicated organization in charge of the metro budget. I absolutely love the metro. I hope local governments realize just how important having access to reliable and affordable transportation is to the communities. Please tell us how to advocate for better Metro funding. You keep raising prices and nothing is improving. Meanwhile you still have massive numbers of people jumping the turnstile. Make them pay, stop making your paying customers foot the bill for the thieves, who not only rode for free but create hostile environments on your trains and degrade the service.	Fares/Fees/Parking Rail Service Capital Budget Fares/Fees/Parking Operating Budget, Management and Spending Rail Service Rail Service
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as our main mode of transportation because we have to cater to suburbanites 25+ miles outside the city who use it sparingly. Fare increases and an increase in parking fares would greatly impact those of us who don?t receive subsidies from the federal government. I?m totally against any increase with the exception of weekend fare increases. Metro is the backbone of the region, service cannot be cut/reduced as it will cause a death spiral. There must be a dedicated organization in charge of the metro budget. I absolutely love the metro. I hope local governments realize just how important having access to reliable and affordable transportation is to the communities. Please tell us how to advocate for better Metro funding. You keep raising prices and nothing is improving. Meanwhile you still have massive numbers of people jumping the turnstile. Make them pay, stop making your paying customers foot the bill for the thieves, who not only rode for free but create hostile environments on your trains and degrade the service. I sympathize with metro that it has come to this. You provide an essential service t	Fares/Fees/Parking Rail Service Capital Budget Fares/Fees/Parking Operating Budget, Management and Spending Rail Service Capital Budget
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as our main mode of transportation because we have to cater to suburbanites 25+ miles outside the city who use it sparingly. Fare increases and an increase in parking fares would greatly impact those of us who don?t receive subsidies from the federal government. I?m totally against any increase with the exception of weekend fare increases. Metro is the backbone of the region, service cannot be cut/reduced as it will cause a death spiral. There must be a dedicated organization in charge of the metro budget. I absolutely love the metro. I hope local governments realize just how important having access to reliable and affordable transportation is to the communities. Please tell us how to advocate for better Metro funding. You keep raising prices and nothing is improving. Meanwhile you still have massive numbers of people jumping the turnstile. Make them pay, stop making your paying customers foot the bill for the thieves, who not only rode for free but create hostile environments on your trains and degrade the service.	Fares/Fees/Parking Rail Service Capital Budget Fares/Fees/Parking Operating Budget, Management and Spending Rail Service Capital Budget
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as our main mode of transportation because we have to cater to suburbanites 25+ miles outside the city who use it sparingly. Fare increases and an increase in parking fares would greatly impact those of us who don?t receive subsidies from the federal government. I?m totally against any increase with the exception of weekend fare increases. Metro is the backbone of the region, service cannot be cut/reduced as it will cause a death spiral. There must be a dedicated organization in charge of the metro budget. I absolutely love the metro. I hope local governments realize just how important having access to reliable and affordable transportation is to the communities. Please tell us how to advocate for better Metro funding. You keep raising prices and nothing is improving. Meanwhile you still have massive numbers of people jumping the turnstile. Make them pay, stop making your paying customers foot the bill for the thieves, who not only rode for free but create hostile environments on your trains and degrade the service. I sympathize with metro that it has come to this. You provide an essential service t	Fares/Fees/Parking Rail Service Capital Budget Fares/Fees/Parking Operating Budget, Management and Spending Rail Service Capital Budget
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn't need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as our main mode of transportation because we have to cater to suburbanites 25+ miles outside the city who use it sparingly. Fare increases and an increase in parking fares would greatly impact those of us who don?t receive subsidies from the federal government. I?m totally against any increase with the exception of weekend fare increases. Metro is the backbone of the region, service cannot be cut/reduced as it will cause a death spiral. There must be a dedicated organization in charge of the metro budget. I absolutely love the metro. I hope local governments realize just how important having access to reliable and affordable transportation is to the communities. Please tell us how to advocate for better Metro funding. You keep raising prices and nothing is improving. Meanwhile you still have massive numbers of people jumping the turnstile. Make them pay, stop making your paying customers foot the bill for the thieves, who not only rode for free but create hostile environments on your trains and degrade the service. I sympathize with metro that it has come to this. You provide an essential service t	Fares/Fees/Parking Rail Service Capital Budget Fares/Fees/Parking Operating Budget, Management and Spending Rail Service Capital Budget
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as our main mode of transportation because we have to cater to suburbanites 25+ miles outside the city who use it sparingly. Fare increases and an increase in parking fares would greatly impact those of us who don?t receive subsidies from the federal government. I?m totally against any increase with the exception of weekend fare increases. Metro is the backbone of the region, service cannot be cut/reduced as it will cause a death spiral. There must be a dedicated organization in charge of the metro budget. I absolutely love the metro. I hope local governments realize just how important having access to reliable and affordable transportation is to the communities. Please tell us how to advocate for better Metro funding. You keep raising prices and nothing is improving. Meanwhile you still have massive numbers of people jumping the turnstile. Make them pay, stop making your paying customers foot the bill for the thieves, who not only rode for free but create hostile environments on your trains and degrade the service. I sympathize with metro that it has come to this. You provide an essential service t	Fares/Fees/Parking Rail Service Capital Budget Fares/Fees/Parking Operating Budget, Management and Spending Rail Service Capital Budget
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as our main mode of transportation because we have to cater to suburbanites 25+ miles outside the city who use it sparingly. Fare increases and an increase in parking fares would greatly impact those of us who don?t receive subsidies from the federal government. I?m totally against any increase with the exception of weekend fare increases. Metro is the backbone of the region, service cannot be cut/reduced as it will cause a death spiral. There must be a decitated organization in charge of the metro budget. I absolutely love the metro. I hope local governments realize just how important having access to reliable and affordable transportation is to the communities. Please tell us how to advocate for better Metro funding. You keep raising prices and nothing is improving. Meanwhile you still have massive numbers of people jumping the turnstile. Make them pay, stop making your paying customers foot the bill for the thieves, who not only rode for free but create hostile environments on your trains and degrade the service. I sympathize with metro that it has come to this. You provide an essential service t	Fares/Fees/Parking Rail Service Capital Budget Fares/Fees/Parking Operating Budget, Management and Spending Rail Service Capital Budget
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, 12m the only one who pays. Metro wouldn't need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as our main mode of transportation because we have to cater to suburbanites 25+ miles outside the city who use it sparingly. Fare increases and an increase in parking fares would greatly impact those of us who don?t receive subsidies from the federal government. I?m totally against any increase with the exception of weekend fare increases. Metro is the backbone of the region, service cannot be cut/reduced as it will cause a death spiral. There must be a dedicated organization in charge of the metro budget. I absolutely love the metro. I hope local governments realize just how important having access to reliable and affordable transportation is to the communities. Please tell us how to advocate for better Metro funding. You keep raising prices and nothing is improving. Meanwhile you still have massive numbers of people jumping the turnstile. Make them pay, stop making your paying customers foot the bill for the thieves, who not only rode for free but create hostile environments on your trains and degrade the service. I sympathize with metro that it has come to this. You provide an essential service t	Fares/Fees/Parking Rail Service Capital Budget Fares/Fees/Parking Operating Budget, Management and Spending Rail Service Capital Budget
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, 12m the only one who pays. Metro wouldn't need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, 1'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as our main mode of transportation because we have to cater to suburbanites 25+ miles outside the city who use it sparingly. Fare increases and an increase in parking fares would greatly impact those of us who don?t receive subsidies from the federal government. I?m totally against any increase with the exception of weekend fare increases. Metro is the backbone of the region, service cannot be cut/reduced as it will cause a death spiral. There must be a dedicated organization in charge of the metro budget. I absolutely low the metro. I hope local governments realize just how important having access to reliable and affordable transportation is to the communities. Please tell us how to advocate for better Metro funding. You keep raising prices and nothing is improving. Meanwhile you still have massive numbers of people jumping the turnstile. Make them pay, stop making your paying customers foot the bill for the thieves, who not only rode for free but create hostile environments on your trains and degrade the service. I sympathize with metro that it has come to this. You provide an essential service th	Fares/Fees/Parking Rail Service Capital Budget Fares/Fees/Parking Operating Budget, Management and Spending Rail Service Capital Budget
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, 1?m the only one who pays. Metro wouldn't need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, 1'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as our main mode of transportation because we have to cater to suburbanites 25+ miles outside the city who use it sparingly. Fare increases and an increase in parking fares would greatly impact those of us who don't receive subsidies from the federal government. I?m totally against any increase with the exception of weekend fare increases. Metro is the backbone of the region, service cannot be cut/reduced as it will cause a death spiral. There must be a dedicated organization in charge of the metro budget. I absolutely love the metro. I hope local governments realize just how important having access to reliable and affordable transportation is to the communities. Please tell us how to advocate for better Metro funding. You keep raising prices and nothing is improving. Meanwhile you still have massive numbers of people jumping the turnstile. Make them pay, stop making your paying customers foot the bill for the thieves, whon to only rode for free but create hostile environments on your trains and degrade the service. I sympathize with metro that it has come to this. You provide an essential service t	Fares/Fees/Parking Rail Service Capital Budget Fares/Fees/Parking Operating Budget, Management and Spending Rail Service Capital Budget
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn't need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as our main mode of transportation because we have to cater to suburbanites 25+ miles outside the city who use it sparingly. Fare increases and an increase in parking fares would greatly impact those of us who don?t receive subsidies from the federal government. I?m totally against any increase with the exception of weekend fare increases. Metro is the backbone of the region, service cannot be cut/reduced as it will cause a death spiral. There must be a dedicated organization in charge of the metro budget. I absolutely love the metro. I hope local governments realize just how important having access to reliable and affordable transportation is to the communities. Please tell us how to advocate for better Metro funding. You keep raising prices and nothing is improving. Meanwhile you still have massive numbers of people jumping the turnstile. Make them pay, stop making your paying customers foot the bill for the thieves, who not only rode for free but create hostile environments on your trains and degrade the service. I sympathize with metro that it has come to this. You provide an essential service th	Fares/Fees/Parking Rail Service Capital Budget Fares/Fees/Parking Operating Budget, Management and Spending Rail Service Capital Budget Rail Service Rail Service
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decreases ex ut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as our main mode of transportation because we have to cater to suburbanites 25+ miles outside the city who use it sparingly. Fare increases and an increase in parking fares would greatly impact those of us who don?t receive subsidies from the federal government. I?m totally against any increase with the exception of weekend fare increases. Metro is the backbone of the region, service cannot be cut/reduced as it will cause a death spiral. There must be a dedicated organization in charge of the metro budget. I absolutely love the metro. I hope local governments realize just how important having access to reliable and affordable transportation is to the communities. Please tell us how to advocate for better Metro funding. You keep raising prices and nothing is improving. Meanwhile you still have massive numbers of people jumping the turnstile. Make them pay, stop making your paying customers foot the bill for the thieves, who not only rode for free but create hostile environments on your trains and degrade the service. I sympathize with metro that it has come to this.	Fares/Fees/Parking Rail Service Capital Budget Fares/Fees/Parking Operating Budget, Management and Spending Rail Service Capital Budget
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn?t need to increase fare if they properly collected fares. Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as our main mode of transportation because we have to cater to suburbanites 25+ miles outside the city who use it sparingly. Fare increases and an increase in parking fares would greatly impact those of us who don?t receive subsidies from the federal government. I?m totally against any increase with the exception of weekend fare increases. Metro is the backbone of the region, service cannot be cut/reduced as it will cause a death spiral. There must be a declicated organization in charge of the metro budget. I absolutely love the metro. I hope local governments realize just how important having access to reliable and affordable transportation is to the communities. Please tell us how to advocate for better Metro funding. You keep raising prices and nothing is improving. Meanwhile you still have massive numbers of people jumping the turnstile. Make them pay, stop making your paying customers foot the bill for the thieves, who not only rode for free but create hostile environments on your trains and degrade the service. I sympathize with metro that it has come to this. You provide an essential service tust and price hikes c	Fares/Fees/Parking Rail Service Capital Budget Fares/Fees/Parking Operating Budget, Management and Spending Rail Service Capital Budget Rail Service Rail Service
Start cracking down on fare evaders at Gallery Place. Out of 20 fares, I?m the only one who pays. Metro wouldn't need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, I'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as our main mode of transportation because we have to cater to suburbanites 25+ miles outside the city who use it sparingly. Fare increases and an increase in parking fares would greatly impact those of us who don?t receive subsidies from the federal government. I?m totally against any increase with the exception of weekend fare increases. Metro is the backbone of the region, service cannot be cut/reduced as it will cause a death spiral. There must be a decitated organization in charge of the metro budget. I absolutely love the metro. I hope local governments realize just how important having access to reliable and affordable transportation is to the communities. Please tell us how to advocate for better Metro funding. You keep raising prices and nothing is improving. Meanwhile you still have massive numbers of people jumping the turnstile. Make them pay, stop making your paying customers foot the bill for the thieves, who not only rode for free but create hostile environments on your trains and degrade the service. I sympathize with metro that it has come to this. You provide an essential service th	Fares/Fees/Parking Rail Service Capital Budget Fares/Fees/Parking Operating Budget, Management and Spending Rail Service Capital Budget Rail Service Bus Service Bus Service
Sart cracking down on fare evaders at Gallery Place. Out of 20 fares, 1?m the only one who pays. Metro wouldn't need to increase fare if they properly collected fares Please keep the increased service during rush hour on metro lines. Decreased service in between is likely okay for most commuters. About 15 yrs ago you had 1/2 trains turn back at Grosvenor and it seemed fine, that's probably an easy change metro could reinstate as someone without a car, 1'm reliant on Metro for my commute. It would be incredibly difficult if service was cut to 15 minute increments during rush hour Decrease the service in proportion to the funding received from the entities which pay into the system. If Virginia doesn't want to contribute, cut service in their area. Do we need the silver line running out to a field in Ashburn if they aren't going to fund it. Why should service suffer for DC residents that use it as our main mode of transportation because we have to cater to suburbanites 25+ miles outside the city who use it sparingly. Fare increases and an increase in parking fares would greatly impact those of us who don?t receive subsidies from the federal government. I?m totally against any increase with the exception of weekend fare increases. Metro is the backbone of the region, service cannot be cut/reduced as it will cause a death spiral. There must be a dedicated organization in charge of the metro budget. I absolutely love the metro. I hope local governments realize just how important having access to reliable and affordable transportation is to the communities. Please tell us how to advocate for better Metro funding. You keep raising prices and nothing is improving. Meanwhile you still have massive numbers of people jumping the turnstile. Make them pay, stop making your paying customers foot the bill for the thives, who not only rode for free but create hostile environments on your trans and degrade the service. I sympathize with metro that it has come to this. You provide an essential service that makes the DMV one of t	Fares/Fees/Parking Rail Service Capital Budget Fares/Fees/Parking Operating Budget, Management and Spending Rail Service Capital Budget Rail Service Rail Service

Comment	Category
There are several ways to strengthen the farebox system, which refers to the equipment used to collect	
and manage fares in public transportation. Here are some strategies: 1. Modernize the fare collection	
system: Implement a modern, efficient, and user-friendly fare collection system that utilizes the latest	
technology such as contactless payment options (e.g., smartcards, mobile payments, or QR codes). This ensures quick and convenient fare collection for passengers and reduces opportunities for fare evasion.	
 Enhance fare enforcement: Increase the presence of fare inspectors or transit police to deter fare 	
evasion and enforce fare payment. Regular inspections and strict penalties for fare evaders can	
discourage individuals from attempting to skip paying fares. 3. Improve farebox design and	
functionality: Ensure that fareboxes are designed to be durable, easy to use, and resistant to tampering	
or vandalism. Regular maintenance and repair should also be conducted to keep them in optimal	
working condition. 4. Introduce fare incentives: Offer incentives or discounts for regular fare payers,	
such as discounted passes or loyalty programs. This encourages passengers to pay their fare and	
rewards them for their compliance with the system. 5. Engage in public education campaigns: Raise	
awareness about the importance of paying fares and the negative consequences of fare evasion	
through public education campaigns. Highlight the benefits of a well-funded public transportation	
system and the role played by fare revenues in maintaining quality service. 6. Implement effective	
auditing systems: Regularly audit and monitor farebox transactions to detect any irregularities, identify	
potential revenue leaks, and ensure accountability. Advanced auditing systems can help identify trends	
and patterns of fare evasion, aiding in targeted enforcement efforts. 7. Collaborate with law	
enforcement agencies: Collaborate with local law enforcement agencies to share information,	
intelligence, and resources to combat fare evasion effectively. This can involve joint operations,	
intelligence-sharing mechanisms, or targeted enforcement activities. 8. Consider fare integration and	
interoperability: Work towards a fare integration system across various modes of public transportation,	
enabling passengers to use a single ticket or payment method for multiple services. This simplifies fare	
collection and reduces the likelihood of evasion. Overall, strengthening the farebox system requires a	
combination of technological advancements, strict enforcement, incentives, and public education to	Ears Evision/Safety/Crime
ensure reliable fare collection and increased revenue for public transportation authorities. Please crack down fare invasion. No matter how much amount of fare you plan to increase, you still	Fare Evasion/Safety/Crime
lose money because so many people don?t pay their fares at all. They just hop on the buses and jump	
through the subway gates without being stopped by anyone. Metro staffers and bus drivers are unable	
to stop them so please think of a way to reduce this type of behavior or you will keep losing money.	Bus Service
Enforce fare payments! Fix fareboxes on buses.	Bus Service
To address budgeting shortfalls, WMATA could sell ad space in their metro cars like how they do in	
NY?s subways. There is a lot of space in the car they could sell to advertisers. Additionally, WMATA	
should work expeditiously to remove their surface oarking and convert to mixed use development or	
dense housing. The more housing near transit stops, the greater the number of metro users. People	
would be willing to pay more, especially the people who are not low-income or students. It?s more	
convenient and cost effective not to own a car with the way metro is run in DC for most of DC.	
However, if you increase wait times, then people will forgo metro because of convenience. You are	
going to drive more people away with bad wait times over cost of ridership. As long as you provide the	
same subsidized pricing for low income DC residents and senior and students. Have you thought about	
cutting ?security? staff at the metro stations? I haven?t seen them stop fare evasion. We need	
dedicated bus lanes. Riders need dynamic GTFS feed so they know where bus locations are. Reliability	
is part of convenient service. Most people I know won?t ride the bus because when they go on Google	
Maps, they don?t know when the bus is actually picking them up. Bus fare evasion is not as pervasive	
as metro fare evasion. Busses have broken payment systems. Finally, incentivize people to buy annual,	
monthly, metro card deposit. People are used to these memberships where they constantly try to get	
their moneys worth. It?ll convince hybrid workers that a membership with unlimited rides is good for	
trips they make outside of their work commute. You need to find a way to stop people getting on the bus and riding for free. One out of 5 people	Operating Budget, Management and Spending
actually pay the fare. Increase police presence at all fare gates to stop gate jumpers going in and out	
the Metro station	Bus Service
Do NOT cut service at all. It will crash ridership and destroy transit in this city, further exacerbating the	
long-term outlook of Metro's budget.	Operating Budget, Management and Spending
The red line has been killing it for my commute the last few months. Y'all are doing great. Please	
maintain the amazing service. I'll pay more. Good luck plugging the gap. We're all rooting for you!!	Bus Service
I don?t want to see any urban stations in Arlington close. It would be detrimental to Northern Virginia	
and would lead to even more traffic on the road. Fewer people out in the suburbs use metro, so if you	
are going to close stations please look at those rather than closing stations in Arlington that are	Rail Service
I stand here at 11:40pm on the gallery place platform. Thankful that the metro runs this late but	
unhappy that I had to wait 15 minutes for the train to arrive. Personally as a citizen and frequent metro	
user of DC I don?t think metro service cuts are viable. I would at all cost avoid using the metro (which I	
currently use multiple times a week) because other forms of transportation would become much more	
efficient. I would even go as far as simply moving out of D.C. Being able to easily access the city and	
work through metro is such an essential part of living in D.C. if I had to wait 15 minutes when taking	
the metro I would never want to travel across D.C., at least not by metro. Fare increases are a more	
viable option but are unfair and inequitable as public transit should be easily accessible to all. D.C is	
already seeing a crime increase. If the metro doesn?t provide good access to the city people will move	Rus Service
out at a higher rate, including me. I love the metro. But some of these changes would affect how I get to and from work! I also don?t	Bus Service
make enough money to pay for increased fares or other modes of transportation.	Fares/Fees/Parking
Don?t cut service and start a death spiral - raise revenue, whatever you need to do. Find the money.	Service Levels
Offering reliable and comprehensive public transit is invaluable. It keeps riders safe, and means valuing	
those in the DMV area who are unable to use cars as a primary means of transit, whether it be due to	
disability or finances. Public transit protects the poor and underprivileged of the city. It is also a huge	
way of combatting climate change city wide. Please care about the people who live here!	Fare Evasion/Safety/Crime
For the love of everything holy find a way to fund it. Any of these options will destroy ridership and	
provide an excuse to hit metro further	Rail Service
Providing the same amount of service levels or better will be imperative in keeping public opinion up as	
well as ridership. As opposed to technological advances (new screens, r&d for new trains/buses), which	
are nice, they are not as important as getting riders to/from their destination efficiently and safely	Bus Service
I think metro is doing a great job. Please don?t cut service particularly on bus lines. Many people do not	
pay their fares on buses so that actual ridership may not be reflected in the numbers.	Bus Service
Just raise my taxes and make the metro cheaper and more frequent	Rail Service
The budget should support the metro and strive to keep it affordable and a competitive alternative to	
driving. Would significantly profer face increases over any consist during ruch hourd. It would also be great	Operating Budget, Management and Spending
Would significantly prefer fare increases over any service cuts during rush hours! It would also be great	
if the metro was open later on weekends, since 1 am is not that useful (most folks have oither already)	
if the metro was open later on weekends, since 1am is not that useful (most folks have either already gone home for the night by then or are staving out much later).	Bus Service
if the metro was open later on weekends, since 1am is not that useful (most folks have either already gone home for the night by then or are staying out much later). Enforce fare payments on rail and bus	Bus Service Bus Service

Channel and prove		
anger langer anger	Comment	Category
bits is a hard pace of particle is setting without comparison Bit Stree bits is a hard pace of particle is setting bits is a setting b		
NUM DATES NUM DATES		
 Line books and subs and su		
nand of Critical angle on processory of a char and a KAGE of some processors of a char a kAGE of some processors of kAGE of kAGE of some processors of kAGE of kAGE of some processors of kAGE		Rail Service
Ind C check beginner for mean option in the set of the		
Bot states on the main 200 of attribute the states at each bot is 100 of attribute the states at each bot is 100 of attribute the states at each bot is 100 of attribute the states at each bot is 100 of attribute the states at each bot is 100 of attribute the states at each bot is 100 of attribute the states at each bot is 100 of attribute the states at each bot is 100 of attribute the states at each bot is 100 of attribute the states at each bot is 100 of attribute the states at each bot is 100 of attribute the states at each bot is 100 of attribute the states at each bot is 100 of attribute the states at each bot is 100 of attribute the states at each bot is 100 of attribute the states at each bot is 100 of attribute the states at each bot is 100 of attribute the states at each bot is 100 of attribute the states at each bot is 100 of attribute the states at t		
paper base and word of a graph for 100% for 200% or 200		
end to the structure Pic Factor/Refr/time Constructure and pace Pare Saco		
Enclose Actions Enclose Actions Construct present on more transport of more trans		Fare Evasion/Safety/Crime
mining barting parking parking frace. This is kind out of an adverse barting of an adverse barting of an adverse barting of adverse badverse badverse barting of adverse barting of adverse barting of		
 I. branches de la Machine de la	Your employees need to do more to prevent fare evasion. There are times (more so on the bus than the	
eng drambah. drag for few Medicas tests of millions dramba weights to be solved. Medicas bag int crace dramba of the field interferences on the solved in the solved interferences on the solved interferences on the solved interferences on the solved interferences interferences on the solved interferences on the solved interferences on the solved interferences interferences on the solved interferences on the solved inter	metro) that I am the only person paying my fare. This is blatant theft and your employees are endorsing	
Materia lates of millions of dails are derived and with the light lates and a lates of the section of the section of the light lates and a lates of the section of the light lates and a lates of the section of the light lates and a lates of the section of the light lates and a lates of the section of the light lates and a lates of the section of the light lates and a lates of the section of the light lates and a lates of the section of the light lates and a lates of the section of the light lates and a lates of the section of the section of the light lates and a lates of the section of the light lates and a lates of the section o	it. The metro gate barriers need to be installed faster, and the buses need some form of barrier to block	
Inter exponse fue but in the just in by year, by weak how a for own money takey, just it has been aver of a data weak of a data weak of the second but in the just have of the exponse of a data weak of the second but is have been aver of a data weak of the second but is have been aver of a data weak of the second but is have been aver of a data weak of the second but is have been aver of		Bus Service
sincade for it is not a for it is it		
Entrop Server and a server server and a server server and a server benchmark and a server server and a server server server server and a server serve		
maight solutions in return return device final programs and return in the programs after and any solutions and return and return in the programs and return	,	Fare Evasion/Safety/Crime
adaption and but and py mote where share has but and but and SUSIBUE deficient. We be the relation but and sub	-	
Increase rank for him relations and the set of USISE (in befault). Why we DC increases the use significance with a set of the set of USISE (in the the USISE		Rus Service
bis of if expectations? These are none to stations mean and recent inverse the live is approximately as any expectation is approximately as any expectations approximately is approximately in approximately is approximately in approximately is approximately in approximately in the less Help is the station is approximately in the less Help is appr		
eliminal dark ganc, which make obtaig more dark ganc, which such obtaig have to call be set high to be sether the set high to be sether to be setter to be sether to be sether to be setter to		
 Insty hundle of a short this arrey through neighborhood big, You need to adverte a testing to the second test short to work the second test second test short to work the second test second te		Bus Service
people minipaneta by any danges is service or fare an episolably to least lakely to lowa bare piones derivable interio bar interio bar interio bar interio bar interio bar. Cols dearn of the service bar interio bar interio bar interio bar interio bar. Cols dearn of the service bar interio ba		
survey, Provide Leeds starter, But Service frigures do not sharter bay refers prove money. But Service frigures do not sharter bay refers prove money. But Service frigures do not sharter bay refers prove money. But Service frigures do not sharter bay refers the money form manifesting and particulation has reguled in more of the money. Frigures prove money. But Service frigures do not sharter bay refers the money form manifesting and particulation has reguled in more of the more form particulation has reguled in more of the more form particulation of th		
pinet and make memo has dense bay proper entropy. Bac forcio Crade dama of par notions. Bac Service Bac Service Crade dama of par notions. Bac Service Bac Service Crade dama of par notions. Bac Service Bac Service Crade dama of par notions. Bac Service Bac Service Crade dama of par notions. Bac Service Bac Service Crade dama of par notions. Bac Service Bac Service Crade dama of par notions. Bac Service Bac Service Crade dama of par notions. Bac Service Bac Service Crade dama of par notions. Bac Service Bac Service Crade dama of par notions. Bac Service Bac Service Crade dama of par notions. Bac Service Bac Service Crade dama of par notions. Bac Service Bac Service Crade dama of par notions. Bac Service Bac Service Crade dama of par notions. Bac Service Bac Service Crade dama of par notions. Bac Service Bac Service Crade dama of par notions. Bac Service Bac Service		Service Levels
Crack down of the reader They for all down of the reader Crack down of the reader They for all down of the reader Crack down of the reader They for all down of the reader Crack down of the reader They for all down of the reader Crack down of the reader They for all down of the reader Crack down of the reader They for all down of the reader Crack down of the reader They for all down of the reader Crack down of the reader They for all down of the reader Crack down of the reader They for all down of the reader Crack down of the reader They for all down of the reader Crack down of the reader The for all down of the reader Crack down of the reader The for all down of the reader Crack down of the reader The for all down of the reader Crack down of the reader The for all down of the reader Crack down of the reader The for all down of the reader Crack down of the reader The for all down of the reader Crack down of the reader The for all down of the reader Crack down of the reader The for all down of the reader Crack down of the reader The for a	please do not make metro bus riders pay more money.	
Virplas Abort Unpublic pay more is their paid pointing and painting that has resulted in many of these concerns is laked in many from maintenent and uppedias. Service calls fee should upper to the theory of the service is a fee should upper to the theory of the service is a fee should upper to the theory of theory		
consistencing Label Resorce reginance Labol Resorce Vippin Labol Date System, and potentially the world class professional goots teams in the yound have be system, and potentially the world class professional goots teams in the yound have be system, and potentially the world class professional goots teams in the yound have be system, and potentially the world be statement and be professional goots teams in the yound have been world to see the world the statement and be professional goots teams in the yound have been world to see the yound have been world to yound ha		Fares/Fees/Parking
nume band Data Service Wight has the coap's face stypes of with strep word data professional applicational a		
Vignine has be two apports in the system, and potentials two world class productional sports teams. We have have the system of		
They should have to pay a least should have to pay a		Bus Service
Labora acuto Duties are likely used wey little and could be closed until the state provides more times Rel Service WMANA. Bus Service Bus Service WMANA. Service Bus Service Dars Light boars the much is stare unit in the projective stare of the much bus are unit in the projective stare of the much bus are unit in the projective stare of the much bus are unit in the projective stare of the much bus are unit in the projective stare of the much bus are unit in the projective stare of the much bus are unit in the projective stare of the much bus are unit in the projective stare of the much bus are unit in the projective stare of the much bus are unit in the projective stare of the much bus are unit in the much bus are unit in the stare of the much bus are unit in the much bus are unith much bus are unit in the much bus are unit in the much bus are		
When the bus or Metro are infrequent if ind other ways to more. Frequency and milability being ness Bit Service What has bus or Metro are infrequent if ind other ways to get in the service if indicating in service at its provide better service by dimitating route. People will take ride Bit Service Out light busses for the service in the service shall be reason people ride is buserness or the service shall be reason people ride is busserness or the service indication is service at its provide better service by any people rine bus routes, or indicating for service the service indication is service at its routes and the service shall be reason indication is service at its routes and the service shall be reason and/or rate for service reason service routes indication is routed at its route indication is routed for the service shall be reason and/or rate for service routes and/or rate for service reason r		
WAAA. Bus Service The prospective service outs would make Metra so inconvenient as to gut it. Bus Service Ont digit busies too much to save rail Bus Service Mater agentations Bus Service Ont digit busies too much to save rail Bus Service Mater agentations Bus Service Ont digit busies too much to save rail Bus Service Mater agentations Bus Service Ont digit busies too much to save rail Bus Service Service Bus Service Ont digit busies too much to save rail Bus Service Service Bus Service Diversal process of the save rail Bus Service Diversal process of the save rail process of the sa		Rail Service
The properties ender cuts would make Metro 20 inconvenient as to ptr II. Due Service Do high high to see from which as are all Due Service Metro 1s fully make which and the stars of the proper field is because the service full have regardless (III) which are gardless (III) which are gardless (III) which are gardless there do increase reveause which the proper field is because the service there do increase reveause which the proper field is because the service there do increase reveause which the proper field is because the service there do increase reveause which the proper field is because the service there do increase reveause which the proper field is because the service there do increase reveause which the proper field is because the service there do increase reveause which the proper field is because the service there do increase reveause which the proper field is because the service there do increase reveause which the proper field is because the service there do increase reveause which the proper field is because the service there do increase reveause which the proper field is because the service there do increase reveause and/or and gard revealse field is because the service whild there proper field is because and/or and gard revealse field is because the service there do increase reveause and/or and gard revealse field is because the service whild there and the service and there to an proper field is because the service whild there proper field is because and revealse field is because the service whild there and the service and the service and there and proper field is because the service whild there and the service and the		Rus Service
Dark sight busses to much to save rail Bus Service Mark to slucking new relates in the vorket service by elimitating routes. Repoje will a late relation relation to the structure, relation service and the vorket service by end routed in the service and the vorket service by end routed in the structure, relation service market service by end routed in the service and the vorket service by end routed in the service and the vorket service by end routed in the service and the vorket service by end routed in the service and the vorket service by end routed in the service and the service and the service and the service and the vorket service by end routed in the service and the service a		
Metro is funding in service at it. Provide better service by eliminating route. Reple will have reguined. But Service Ithink you are idiots for attempting to cit services when the reason people fide is because the service Service (weld Ithink you are idiots for attempting to cit services when the reason people fide is because the service Service (weld Ithink you are idiots for attempting to cit services when the reason people fide is because the service Service (weld Ithink you are idiots for attempting to cit services when the reason people fide is because the service Service (weld Ithink you are idiots for attempting to cit services when the reason people fide is because the service Service (weld Ithink you are idiots for statempting to cit services when the reason people fide is because the service Service (weld Ithink you are idiots for statempting to cit services when the reason people fide is because the service Service (weld Ithink you are idiots for statempting to cit services when the reason people fide is because the reave and reason people fide is because the service Service Ithink you are idiots for statempting to cit services when the reason people fide is because the reave and reave and reave and reave th		
nume regreters Bus Service Think you are disk for attempting to cut services when the reason paceple risk is bacause the service Service Levels Fride thus allow and wing and you had pacept eneed, they will find after ways to get a round? Service Levels Fride thus allow and wing and you had pacept eneed, they will find after ways to get a round? Service Levels In my appinor, Hyou make severe cutabules there paying fares. Bus Service In my appinor, Hyou make severe cutabules and/or make you cutabules and/or make ways that pacept back to their cars and it will help to gluty grapple continuing to wirk from home release and that provide and hyor make back to their cars and that will help to gluty grapple continuing to wark from home release and/or make wark cutabules and/or make make totake cutabules and/or make make and/or make and/		
in this you are idots for attempting to cut services when the reason people ride is because the service approach. Fyou with people read, they illing other ways to get around. Service Levels in the people service service service with the reason people ride is because the service approach on the bus routes, or 1 encounter broken fare reasons the the interest of any purpoide. Fyou approach the first people when a incased a could be fased to increase revenue without the proposed fare hiles. People who are aready exading fares and the read of the people service schedules and/or raise fares 25 percent, you revenue cutacks in the service schedules and/or raise fares 25 percent, you revenue restricts in the service schedules and/or raise fares 25 percent, you revenue cutacks in the service schedules and/or raise fares 25 percent, you revenue cutacks in the service as chapenders to public transportation to gets to and from work. Finally, jest very frustated that have and ready index people exception to public transportation to gets to and from work. Finally, jest very frustated that have the final fare for the interest to additional funds, the entry system needs cost cutting issues addressed final, before the increase or reducing service. Geerating Budget, Management and Spending Kerif service Fares/Feer/Parking Cutarise service and the read information being to additional funds, the service as doo to current level sa possible, and bibleme the majority of public transit users would have any work were compared and public transit users would have any endote the indices and work and there to additional funds, the service and down and there to additional funds, the service and down and there to additional funds, the service and down and there to additional funds, the service and down and there to addit to addit to additional funds, the service and down any to addi		Bus Service
you provide. If you keep on taking away what people need, they will find other ways to get a round. Find the bus alrow and is workey and are masked fore evaluation on the bus rousd, or incounter broken fore readers where i can't pay a fare that i thereded to pay. This seems like an issue that could be find to increase revenue without the proposed fare likes. See poly what are already avaling fares in my opinion, if you make severe cultaches in the service address and/or name fares 25 percent, you will drive pople back to their can and it will help to justify people continuing to work. Find hule, is to hole in the DMV that are dependent on padie transportation to get to and from work. Find hule, is to hole in the DMV that are dependent on padie transportation to get to and from work. Find hule, is to hole in the DMV that are dependent on padie transportation to get to and from work. Find hule, is to hole in the DMV that are dependent on padie transportation to get to and from work. Find hule, is to hole in the DMV that are dependent on padie transportation to get to and from work. Find hule, is to hole in the DMV that are dependent on padie transportation to get to and from work. Find hule, is to hole in the DMV that are dependent on padie transportation to get to and from work. Find hule, is to hole in the DMV that are dependent on padie transportation to get to and from work. Find hule, is to hole in the DMV that are dependent on padie transportation to get to and from work. Find hule, is the service will result in a depth of PMWATA has to contant hy beg for additional finds, hue there is a service will result in a depth part of public transport service. Will result in a depth part for MWAT in the part part of public transport service will result in a depth part of public transport service will result in a depth part of public transport service will result in a depth part of public transport service will result in a depth part of public transport service will result in a depth part of the work		
bracken for readers, where Lan? pay a fare that I intended to pay. This seems like an issue that could be fixed to increase evenew with ut the proposed fare hisks. People whore arrand evend grants. Bus Evence in my oplion, if you make severe cubacks in the service schedules and/or raise fares. 25 a percent, you with drep people back to their cars and it with help to justify people containing to work from home results in lower from home free transmost in the people back to their cars and it with help to justify people containing to work from home results in lower results in lower from south. Finally, is work from help the self hysing problems are transmost in the DMV that are dependent on public transportation to get to and from work. Finally, is work from help the self hysing problems are transmost in the DMV that are dependent on public transport to those the way for the pay are pay more to keep the self hysing problems are south to any the hysing problems are are south the pay the pay is explicing people far the senters as or educing service. What about smaller transmost help for public transmost were south are are south the pay the pay are prover to keep the senters as or educing service. What about smaller transmost help for pay are proverice. What about smaller transmost help for the areast result. I work for the areast transport to pay for the pay are proverice. What about smaller transmost help for the areast result in set and the dus proves for the hysing problems are aready infrequent enough. Folk cannot rely on your service. What about smaller transmost help for the areast transmost help for the areast transmost help for the areast transport she hysing about the proposal help hysing about the hysing about the pay area pays the area south the pay area pays the area south the area south the pay area pays the area south the pay area pays the area south the area southysing about the pay area pay area to anot the sense the ado the	you provide. If you keep on taking away what people need, they will find other ways to get around.	Service Levels
be finded to increase revenue without the proposed frame hikes. People work are already exaling frame Bus Sentice antify appit appication of the proposed frame hikes. People work from home Bus Sentice in my ophiton, if you make severe cubacks in the service schedules and/or raise fraes 25 percent, you Bus Sentice in diver people back to their cars and if will help to justify the people continuing to work from home Finally to sentify the mean of the physical hand frame faith you work from home in the subtified the divert divert divert back to hand and sentify the sentified to a set part of the divert divert divert back to hand by physical hand frame(all). Peorlang Budgert, Management and Spending. With y sequence out an optical of the mean optical hand frame(all). Peorlang Budgert, Management and Spending. With y sequence out an optical of the mean are trans. I would rather pay more to keep the lastify set physical hand frame with melphysical hand frame with melphysical hand frame with melphysical hand frame with melphysical hand frames the homes and link service. Rate/Peer/Parining. Rate Service back to divert to a set paral for Mear are trans. I would rather pay more to keep the service back to divert to a set paral for Mear are trans. I would rather pay optical to a set paral for Mear are trans. Rate/Peer/Parining. Rate Service back to divert to a set paral for Mear are trans. I would rather pay more to keep the bask to the divert and the service set physical hand framewith melphysical hand the service hand to service. Rater/Peer/Parining.	I ride the bus almost all workdays and see massive fare evasion on the bus routes, or I encounter	
aren? going to pay higher ones and it simply punches those paying fares. In wy poinci, "Up unakes severe cutakes in the service schedules and/or rate fares 25 percent, you in drope paybe back to their cars and it will help to justify people continuing to work from home resulting in lower redeship. Reducing and is service and/or rate fares 25 percent, you in drope paybe back to their cars and it will help to justify people containing to work from home resulting in lower redeship. Reducing results and the service to sepand the ratis gives may and/or subset makes to sepand the ratis gives may and/or subset may be reducing service. If you are service and the physical farst, before fee increase or reducing service. If you are solve to current levels as possible, and believe the majority of public transpt urser would agree. If the results a dest splatifier and the rodue the rate in the result rate of the reducing service. If a service will have at the public rate of the result rate of the reducing service. If a service will have at the public rate of the result rate of the reducing service. If a service will have at the public rate of the reducing service. If a service will have at the public rate of the result rate of the reducing service. If a service will have at the public rate of the result rate of the reducing service. If a service will have at the public rate of a service the reducing service. If a service will have at the public rate of the result rate of the reducing service will have at the reduce and it have reduce and have base reduce (a will be there and reduce the reduce and the reduce and the reduce and reduce there in instead to reduce there and reduce the reduce the reduce there and reduce the reduce the reduce there	broken fare readers where I can?t pay a fare that I intended to pay. This seems like an issue that could	
In my option, Ir you make server cutacks in the service schedules and/or raise fares 25 percent, you will will be you back to their cars and will be top joulty poople continuing to work from how resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DWY that are dependent on public tanaportation to get to and from work. Finally, get wery frustrated that WMATA continues to expand the rail system when it is clearly having problems miniming the current rail system both physically and financially. Operating Budget, Management and Spending Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the arrives a cload cort cutting lasses addressed first, before fein crease or enducing service. Fare:/feer//Parking Cutting service sign of the data spiral for Metra area tranti. I would rather pay more to keep the service a cload to cher US clists and most of the work if, you are agoing to be cloang lines or cutting services, you?II need to add in bus services. Folks have made their homes and livelihoods around this transportation. As finally what As to target the ave a public transport system far inferior to that of other WS clists and most of the work if. Passed on not target avel to adior files or cutting services, you?II need to add in bus services. Folks have made their homes and livelihoods around this transportation. As in show to the event of threin and if here and prograph target avel program or bus having a patchwork system will be even wores. A thank you for every pay of target celepting the same leass form NVC Transit Autorhy. List data the public transport is to be able to get people transported throughout. The fore appaid (just for the future 2) places do not target transport to the able to get people transport the trans day out provide site to determine to dive there approve to the appaid get, Management and Spending Places able to allow the transport to the capit all conces on built transport is to be able		
wil dive people back to their cars and it will help to justify people continuing to work. Finally, jet eventing in low and fearbins, Beclurg and an and and the work. Finally, jet will sind use the BMW that are dependent on public transportation to get to and from work. Finally, jet will sind use to ensant the sind read of user work. Finally, jet will sind user bet physically and financially. Depending the current tail system both the world. If you are going to be closing lines or current prefix to that of other US clisis and most of the world if you are going to be closing lines or current prefix to that of other US clisis and most of the world if you are going to be closing lines or current prefix to that of other US clisis and most of the world if you are dire of using and the physically to the physically the system will be as to clisis and current tail system both tails and physically and the physically to be clisis and the physically the system will be assored to add hou ty are physically the system the in instead. Depending the system both the dire to be the assored the thors or physica		
resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DWH har a degeneration on public transportation to get to and from work. Finally, legt wery furstrated that WMATA continues to expand the rail system when it is clearly hange problems maintaining the current rail system both physically and framschuly. Why is reducing generes not a option? If WMATA has to constantly beg for additional funds, the entre system medica addressed first, before fee increase or reducing service. Rest/Gest/Gest/Gest/Gest/Gest/Gest/Gest/G	aren?t going to pay higher ones and it simply punishes those paying fares.	Bus Service
is the BDW that are dependent on public transportation to get to and from work. Finally, Jet wy frustrated the WMATA continues to expand the rail system when it is clearly having problem. Be and the system needs cost current rail system both physically and financially. Operating Budget, Management and Spending Wirk is ducing repense not an option of WMATA has to constantly beg for additional funds, the entire system needs cost current rule is addressed first, before fee increase or reducing service. Curtum service and physical for Meta area transl. I would area pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would erres. After than are already infrequent enough. Folis cannot rely on your service. What about smaller trains but more of tham War are the tanol?s capital and sile varies due livels boats mailer trains but more of tham War are the tanol?s capital and their hores and livelihoods around this transportation. As family with a stancely worker, we support earlier opening on Staturaly. It is tight already but if there is the sighted traing trains are intered. Take zome lessons from NTC fransit Authority. I the question about metro access service (adding to chose between two proposal) was worted in the future) 2, besse do not cur service. It will suck to have to proposal just worted in the future) 2, besse do not cur service. It will suck to have to proposal just wared to reper thores of the bas option to the source or thanger to proposal just wared the in futures the save there than increase to have to any more but tang a pattwork system will be eave mores. Just have to preve thange due to the source area to previse the sub dighted the future of the source of WAATA and the upcoming budget to dincrease any cervise in a key determinant of whether people	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you	Bus Service
very furstrete that WMATA continues to expand the rail system when it is clearly having problems Operating Budget, Management and Spending Why is reducing expense not an option /! fWMATA has to constantly beg for additional fund, the antire system necks cost cutting issue addressed first, before fie increase or reducing service. Fares/Fees/Parking Cutting service will result in a death spiral for Metro area transit, invoid rather pay more to keep the genes cost cutting issue addressed first, before fie increase or reducing service. Fares/Fees/Parking Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of the word, if you are going to be closing lines or cutting services, foils have and bether hones and livelihoods around this transportation. As a family with a Saturday worder, we support earlier opening on saturday. It is tight in service, field have to drive in instand. Bus Service Take some lessons from WTC Transit Authority. Mitcellaneous Mitcellaneous It equestion about metro access service [asking to choose between two proposals] was worded in a confusing manner. It put forth two proposals then aked you if you agreed with TheP proposal (just for transport service rather than increase it throughout. The focus on public transport is to be able to get pope transport (WAIAA and the upwer to after approximal was and there propeing budget, to access everall public transport is to be able to get pope transport (WAIAA and the upwer to after approximal was and transport of whether pooplet transport service rather than increase: it throughout. The focus on public transport is to be able to get pope transporte (with weap and the proposal) was and advarday.	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home	Bus Service
maintaining the current rail system both physically and financally. Why is reducing prevense not an ophysically and financally. Operating Budget, Management and Spending Wetro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them XP are the nation? Capitol after ally, we have a public transport system for here to trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them XP are the nation? Capitol after ally, we have a public transport system for trains but more of them XP are the nation? Capitol after all, we have a public transport system for trains but more of them XP are the nation? Capitol after all, we have a public transport system for trains but more of them XP are the nation? Capitol after all, we have a public transport system for trains but more of them XP are support earlier opening on Saturday. It is tight already but if there is the slightest disruption we have to drive in instead. Take some lesson from XPC transit Authority. It equestion about metro access service failing to choose between two proposals) was worded in a lit equestion about metro access service failing to choose between two proposals) was worded in a lit equestion about metro access service failing to choose between two proposals) was worded in a lit equestion about metro access throughout. The focus on public transport to the shore the system and the upporning budget is to decrease overall public transport service rather than increase it throughout. The focus on public transport is to be able to get beport transport toro, also throughout. The focus on public transport is the able to get the service on the metro. I have used metro after 10PM fairly frequently in my time as a Dresident. I would low if the metro could say open until 2AM on fridays and sturday. His calear in this survey the focus of two and the apporting budget should be presered that further decreases overall in dershift, and t	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow	Bus Service
Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cot cutting issues addressed firsts, before fie increase or reducing arevice. Fares/Fees/Parking Cutting service will result in a death spiral for Metro area transt. I would rather pay more to keep the service as folse to current levels as possible, and I believe the majority of public transport system for inferior to that of other US clies and most of the world. If you are going to be closing lines or cutting services, you? In evel to that of other US clies and most of the world. If you are going to be closing lines or cutting services, you? In evel to add in bus services. This has used their homes and livelihoods around this transportation. As a family with a saturday worker, we support earlier opening on Saturday. It is the transportation. As a family with a saturday worker, we support earlier opening on Saturday. It is there is the slighter to drive in the drive in the drive it. It is used in this survey the focus of WMATA and the used on the vories. It will suck to drive in inseted. Miscellaneous Take some lessons from NTC Transit Authority. It is clear in this survey the focus of WMATA and the upcoming budget is to decrease overall public transport service rather than increase it throughout. The focus on public transport is to be able to get peoplet transports envice on the metro. I have used metro after 10PM fairly frequently in my time as a D creasident. I would low if the metro culd stay open until XAM on friday and saturday. Operating Budget, Management and Spending Persea don tot userice. Transit would then becrees will all courts and all courts and all develops who have no other choice. Transit would then becrees will dive that would dow will the obles. Transit would the becrees will dive e	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get	Bus Service
entre system needs cost outting issues addressed first, before fee increase or reducing service. Fares/Fees/Parking Cutting service will result in a death spiral for Metro are transt. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Rail Service Metro trains are already infrequent enough. Foliks cannot rely on your service. What about smaller trains but more of them? We are the nation? Capitol after all, yet have a public transport system far services, you?II need to add in bus services. Foliks have made their homes and livelihoods around this services, you?II need to add in bus services. Foliks have made their homes and livelihoods around this services, pour?II need to add in bus services. Foliks have made their homes and livelihoods around this already. But if there is the slightest disruption we have to drive in instead. Bus Service Bus services Bus Service Bus Service It de question about metro access service (asking to choses between two proposal) was worded in a live eventhice; but of thor wo propask it ma advery out if you arge with TrAP propasal (gus for the future) 2, please do not us eventhice; but on 4, please do not us service. It should not be any option presented that frue appeit transported throughout. The focus on public transport is to be able to get poptie transported throughout. The focus on public transport is to be able to get poptie transported in durality. Operating Budget, Management and Spending Deservice us should how if the metro: on lawe us dret naist strees. Year is a key determinant of whether poptie risports about set howe have achoice. Transt would hene beact, requeres revice that ma	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems	
service as close to current levels as possible, and believe the majority of public transit users would agree. Reference to them? We are the nation?S capitol after all, yet have a public transport system far inferior to that of to ther US clises and most of the world. Hy van ee ago info to the use of them? We are the nation?S capitol after all, yet have a public transport system far inferior to that of to ther US clises and most of the world. Hy van ee ago ing to be closing lines or cutting services, you?II need to add in bus services. Folks have made their homes and livelihoods around this stransport sitem. As family with a sturday worker, we support aeflines or cutting already, but if there is the slightest disruption we have to drive in instead. Bus Service Take some lessons from NYC Transit Authority. Miscellaneous 1. the question about metro access service lassing to choose between two proposals) was worded in a confusing manner. It put forth two proposals then asked you if you agreed with 7the? proposal [US to fer the futte?]. Poliese do not cut service, it will suck to have to ap yom counce. It will suck to have to ap yom counce and public transport is to be able to get get be early public transport is to be able to get get be early public transport is to be able to get get be early public transport is to be able to get get be early public transport is to be able to get get be early public transport is to be able to get get be early public transport is to be able to get get be early public transport is to be able to get get be early public transport is to be able to get get be early public transport is to be able to get get for ansport de throughout. The focus on public transport is to be able to get get for all for the metro. I have used metro after of 10PM fairly frequently in draw at a voice of whether to use transt that progene unal bave at onice. Transport world carly the there to all does around the be get get for all no use as obt crises to thoughout the be give at a were detered an incread. The p	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially.	
agree. Rail Service Wetro trains are already infequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you'll need to adi in bus services. Folks axee made their homes and inelhoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but if there is the slighted starbut moves and inelholds around this transportservices service (asking to choose between two propossit) was worled in a confusing manner. It put forth two proposals then asked you if you agreed with 7the? proposal (just for hef tury? 2, polese do not cut service, it will suck to have to apy more but having a patchwork system will be even worse. 3. thank you for everything you do. 4, please do not cut service. thank you. MetroAccess It is deal in this survey the focus of WMATA and the upopublic transport service already but if these set throughout. The focus on public transport is to be able to get people transported throughout the region. There should not be any option presented that further decreases overall iddeship. Operating Budget, Management and Spending Please don to cut alse night service on the metro. I have used metro after 1DPM fairly frequently in my time as 0 DC resident. Iwould low of the metro ould sary open unit advalue service will drive that would do well to alleviate traffic issues caused by ride share users. Bus Service 1) Service cuts should be the last option. Frequency of service is a key determinant of whether people that have a chole of whethert to use transit setem should be fast, frequency is	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the	Operating Budget, Management and Spending
Metor trains are already infreguent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cites and most of the world. If you are going to be closing lines or cutting services, you?II need to add in bus services. Folks have made their homes and livelihoods around this transportation. As family with a Sturday worker, we support earlier opening on Sturday. It is tight already, but if there is the sightest disruption we have to drive in instead. Take some lessons from NYC Transit Authority. It he question about metro access service (asking to choose between two proposals) was worded in a confusing manner. It put forth two proposals then asked you if you agreed with 7the? proposal (just for tis clear in this survey the focus of WMATA and the upcoming budget is to decrease overall public transport service rather than increase it throughout. The focus on public transport is to be able to get people transported throughout the region. There should not be any option presented that further decreases overall ridership. MetroAccess Please don't cut are night service on the metro. I have used metro after 10PM fairly frequently in my time as a Dr creation. It would hoose tarsus, Infrequent service will drive ridership among those who have a choice. The goal of our transit, linfequent service will drive ridership among those who have a choice. The goal of our transit, linfequent service will drive ridership dawn among those who have a choice. The goal of our transit, system should be fast, frequent service will drive ridership dawn among those who have a choice. The goal of ou	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service.	Operating Budget, Management and Spending
trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?ll need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but if there is the slightest disruption we have to drive in instead. It he question about metro access service (asking to choose between two proposals) was worded in a 1. the question about metro access service (asking to choose between two proposals) was worded in 10 lb even words. 3. thank you do 4. Jelazee do not cut service. thank you. Will be even words. 3. thank you do 4. Jelazee do not cut service. thank you. WetroAccess It is clear in this survey the focus of WMATA and the up coming budget is to decrease overall public transport service rather than increase it throughout. The focus on public transport is to be able to get people transported throughout the region. There should not be any option presented that further decreases overall ridership. Decreating Budget, Management and Spending time as a DC resident. I would love if the metro could stay open until ZAM on fridays and saturdays. It have und do usel to lare hight service on the metro. Thave used metro after 10PM fairly frequently in my time as a DC resident. I would love if the metro could stay open until ZAM on fridays and saturdays. It service cut should be the last option. Frequency of service is a key determinant of whether people that have a choice of whether to use transit will actual the service will drive ridership down anong those who have a choice. The goil of our transit system should be fast, frequent service will drive ridership down anong those who lave a choice. The capital budget should be preserved and increased. WMATA in the past got itself into a deep hole from deferred maintenance due to cuts to capital spendi	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the	Operating Budget, Management and Spending
Inferior to that of other US cities and most of the world. If you are going to be closing lines or utting services, you?ll need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday, It is tight already, but if there is the slightest disruption we have to drive in instead. Take some lessons from NVC Transit Authority. Take some lessons from NVC Transit Authority. It is clear in this survey the focus of WARAT and the upcoming budge is to decrease overall public transport survey the focus of WARAT and the upcoming budge is to decrease overall public transport service rather than increase it throughout. The focus on public transport is to be able to get people transport throughout the region. There should not be any option presented that further decreases overall ridership. Please don't cut late night service on the metro. Thave used metro after 10PM fairly frequently in my tink as a DC resident. I would love if the metro. In have used metro after 10PM fairly frequently in my these a boilce of whether to use transit will actually choose transit. Infrequent service will drive ridership dawn mong those who have a choice. Thanst would the be core werefare used on it to us to arais the metro. Thare used be fast, frequent service will drive ridership dawn mong those who have a choice. The goal of our transit system should be fast, frequent service will drive ridership dawn and bus dawn bhave a choice. The goal of our transit system should be preserved and increased. WMATA in the past get itself in a deep hole from deferred maintenance due to cut to cast at asset at an after a fare need that to to the capital account are a bad idea. Berofere assengers paying rail and bus fasts. This will take care of budget shorter dies to dawn are tourists and and bud fares. This will take care of budget shorter dies to to to to capital spending. We should be the fast periences that us to to tage paine thore of the diste	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree.	Operating Budget, Management and Spending Fares/Fees/Parking
services, you?ll need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight ready, but If there is the slightest disruption we have to drive in instead. Take some lessons from NVC Transit Authority. It equestion about metro access service (asking to choose between two proposals) was worded in a confusing manner. it put forth two proposals then asked you if you agreed with The? proposal (just for the future) 2; please do not cut service. It will suck to have to pay more but having a patchwork system will be even worses. 3: thank you for everything you do. 4, please do not cut service. It will suck to have to pay more but having a patchwork system will be even worses. 3: thank you for everything you do. 4, please do not cut service. Thank you please don to cut service. It will suck to have to pay more but having a patchwork system will be even worses. 3: thank you for everything you do. 4, please do not cut service. Thank you please don't cut the right service on the metro. There should not be any option presented that further decreases overall riderslip. Please don't cut late right service on the metro. I have used metro after 10PM fairly frequently in my time as a DC resident. I would love if the metro could stay open until 2AM on fridays and staturdays. that would do well to alleviate traffic issues caused by ride share users. 1) Service cuts should be the last option. Frequency of service is a key determinant of whether people that have a choice of whether to use transit will actually chose transit. Infrequent service will drive the service that ingle superimot for rides. 2) The capital budget should be preserved and increased. WMATA in the past got itself into a deep hole from deferred maintenance due to cuts to capital spending. We should learn from that experience that cuts to the capital account are a bad idea. Force passenger spaying rail and bus fires. This will tak	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller	Operating Budget, Management and Spending Fares/Fees/Parking
transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but if there is the slightest disruption we have to drive in instead. Take some lessons from NCT ransit Authority. Li the question about metro access service (asking to choose between two proposals) was worded in a confusing manner. it put fort two proposals then asked you if you agreed with 7the? proposal (just for the future) 2, please do not cut service. It will sack to have to pay more but having a patchwork system will be even worse. 3. thank you for everything you do. 4, please do not cut service. thank you. It is clear in this survey the focus of WMATA and the upcoming budget is to decrease overall public transport service rather than increase it throughout. The focus on public transport is to be able to get people transporte throughout the region. There should not be any option presented that further decreases overall indership. Please don't cut late night service on the metro. I have used metro after 10PM fairly frequently in my time as a OC resident. I would low if the metro could stay open until 2AM on fridays and saturdays. that would do well to alleviate traffic issues caused by ride share users. 1) Service cuts should be the last option. Frequency of service is a key determinant of whether people that have a choice. Transit would then become wefrare - used only by those who have no other choice. The gool of our transit system should be preserved and increased. WMATA in the past got itself into a deep hole from deferred maintenance due to cut sto capital sending. Enforce passengers paying rail and bus fares. This will take care of budget should be preserved and increased. WMATA in the past got itself into a deep hole from deferred maintenance due to cut to capital sending. Enforce passengers paying rail and bus fares. This will take care of budget should be preserved and lories the origin curve and have a long commute. Reas force assengers paying rail and bus fares.	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far	Operating Budget, Management and Spending Fares/Fees/Parking
already, but if there is the slightest disruption we have to drive in instead. Bus Service Take some lessons from NWC Transit. Authority. Miscellaneous 1. the question about metro access service (asking to choose between two proposals) was worded in a confusing manner. It put forth two proposals then asked you if you agreed with 7the 2 proposal (just for the future) 2. please do not cut service. It will suck to have to pay more but having a patchwork system will be even works. 3. thank you for everything you do. 4. please do not cut service. Itank you. MetroAccess will be even works. 3. thank you for everything you do. 4. please do not cut service. Itank you. MetroAccess will be even works. 3. thank you for everything you do. 4. please do not cut service. Itank you. MetroAccess ransports ervice rather than increase it throughout. The focus on public transport is to be able to ge people transported throughout the region. There should not be any option presented that further decreases overall ridership. Operating Budget, Management and Spending Please don't cut late night service on the metro. I have used metro after 10PM fairly frequently in my time as a DC resident. I would love if the metro could stay open until 2AM on fridays and sature service will drive ridership down among these who have a choice. Transit would then become welfare - used only by those who have a choice. The goal of our transit system should be fair, frequent service will drive ridership down among these who have a choice. The capital budget should be preserved and increased. Operating Budget, Management and Spending. Operating Budget, Management and Spending. <t< td=""><td>aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting line for the service as the solution of the world. If you are going to be closing lines or cutting inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting</td><td>Operating Budget, Management and Spending Fares/Fees/Parking</td></t<>	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting line for the service as the solution of the world. If you are going to be closing lines or cutting inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting	Operating Budget, Management and Spending Fares/Fees/Parking
Take some lessons from NYC Transit Authority. Miscellaneous 1. the question about metro access service (asking to choose between two proposals) was worded in a confusing manner. It put forth two proposals then asked you if you agreed with 7the? proposal (just for the future) 2. please do not cut service. it will suck to have to pay more but having a patchwork system will be even worse. 3. thank you for everything you do. 4. please do not cut service. It will suck to have to pay more but having a patchwork system will be even worse. 3. thank you for everything you do. 4. please do not cut service. It will suck to have to pay more but having a patchwork system will be even worse. 3. thank you for everything you do. 4. please do not cut service. The focus on public transport is to be able to get people transported throughout the region. There should not be any option presented that further decreases overall public transport terivo. Und take yopen until 2AM on fridays and sturdays. That would do use if the metro culd stay open until 2AM on fridays and sturdays. That would do use if to a leviate traffic issues caused by ride share users. MetroAccess 1) Service cuts should be the last option. Frequency of service is a key determinant of whether people transporties will drive ridership down among those who have a choice. Transit wull actually choose transt. Infrequent service will drive ridership down among those who have a choice. The goal of our transit system should be frest even and increased. MetroAccess WMATA in the past got itself into a deep hole from deferred maintenance due to cuts to capital sophore. The solution for iders. 2) The capital budget shortfalls. Operating Budget, Management and Spending Metro coes to consider a flat rate per ride— people who ike shorter rides tend to live	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the word. If you are going to be closing lines or cutting services, you?ll need to add in bus services. Folks have made their homes and livelihoods around this	Operating Budget, Management and Spending Fares/Fees/Parking
1. the question about metro access service (asking to choose between two proposals) was worded in a confusing manner. it put forth two proposals then asked you if you agreed with 7the? proposal (just for the future) 2. please do not cut service. It will suck to have to pay more but having a patchwork system will be even worse. 3. thank you for everything you do. 4. please do not cut service. It would not be any option presented that you. MetroAccess It is clear in this survey the focus of WMATA and the upcoming budget is to decrease overall public transport service rather than increase it throughout. The focus on public transport service rather than increase it hroughout. The focus on public transport service rather than increase it hroughout. The focus on public transport service is a key determinant of whether people transported throughout the region. There should not be any option presented that further decreases overall ruldership. Operating Budget, Management and Spending Diservice cut late night service on the metro. I have used metro after 10PM fairly frequently in my time as a DC resident. I would low if the metro could stay open until 2AM on fridays and saturdays. that would do well to allewiat eraffic issues caused by ride share users. Bus Service Bus Service 1) Service cuts should be the last option. Frequency of service is a key determinant of whether people that have a choice. The goal of our transit system should be fast, frequent service will drive ridership down among those who have a choice. The goal of our transit system should be fast, frequent service that makes transit the preferred option for riders. 2) The capital budget shortfalls. Operating Budget, Management and Spending MMATA in the past got itself into a deep hole from deferred maintenance due to	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?II need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight	Operating Budget, Management and Spending Fares/Fees/Parking Rail Service
confusing manner. it put forth two proposals then asked you if you agreed with ?the? proposal (just for the future) 2. please do not cut service. It will suck to have to pay more but having a patchwork systemMetroAccesswill be even worse. 3. thank you for everything you do. 4. please do not cut service. Itank you.MetroAccessit is clear in this survey the focus of WMATA and the upcoming budget is to decrease overall public transport service rather than increase it throughout. The focus on public transport is to be able to get people transported throughout the region. There should not be any option presented that further decreases overall idership.MetroAccessPlease don't cut late night service on the metro. I have used metro after 10PM fairly frequently in my time as a DC resident. I would buve if the metro could stay open until 2AM on fridays and saturdays. that would do well to alleviate traffic issues caused by ride share users.Derating Budget, Management and Spending1) Service cuts should be the last option. Frequency of service is a key determinant of whether people that have a choice. The goal of our transit would then become welfare - used only by those who have no other choice. The goal of our transit would be fast, frequent service that makes transit the prefered option for riders. 2) The capital budget should be gravery and increased. WMATA in the past pot itself into a deep hole from deferred maintenance due to cuts capital spending. We should learn from that experience that cuts to the capital account are a bad idea. Derating Budget, Management and SpendingOperating Budget, Management and Spending0Derating Budget, Management and SpendingOperating Budget, Management and Spending1) Service cuts should be fast riger ride act perieder divinterour and have a long commute. <td>aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro are transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?II need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but If there is the slightest disruption we have to drive in instead.</td> <td>Operating Budget, Management and Spending Fares/Fees/Parking Rail Service Bus Service</td>	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro are transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?II need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but If there is the slightest disruption we have to drive in instead.	Operating Budget, Management and Spending Fares/Fees/Parking Rail Service Bus Service
the future) 2. please do not cut service. It will suck to have to pay more but having a patchwork system will be even worse. 3. thank you for everything you do. 4. please do not cut service. thank you. WetroAccess tis clear in this survey the focus of WMATA and the upcoming budget is to decrease overall public transport service rather than increase it throughout. The focus on public transport is to be able to get people transported throughout the region. There should not be any option presented that further decreases overall indership. Please don't cut late night service on the metro. I have used metro after 10PM fairly frequently in my time as a DC resident. I would love if the metro could stay open until 2AM on fridays and saturdays. that would do well to alleviate traffic issues caused by ride share users. 1) Service cuts should be the last option. Frequency of service is a key determinant of whether people that have a choice of whether to use transit will actually choose transit. Infrequent service will rive ridershig down among those who have a choice. Transit would then become welfare - used only by those who have no other choice. The goal of our transit system should be fast, frequent service will spending. We should lear from that experience that cuts to the capital account are a bad idea. Metro ansets and can afford it more than people who lake a choice for budget shorter rides tend to live in the city or are tourists and can afford it more than people who like further our and have a long commute. No one pays. All ages jump or push through the turstlies. While I?m not against higher fares, this may exacerbate that problem. Do NOT eliminate the doil it is the only transit that helps people in my neighborhood and kids use it to D Mote infimicate the doil it is the only transit that helps people in my neighborhood and kids use it to D Mote infimicate the doil it is the only transit that helps people in my neighborhood and kids use it to D Mote infimicate the doil it is the only trans	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?ll need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but If there is the slightest disruption we have to drive in instead. Take some lessons from NYC Transit Authority.	Operating Budget, Management and Spending Fares/Fees/Parking Rail Service Bus Service
will be even worse. 3. thank you for everything you do. 4. please do not cut service. thank you. MetroAccess It is clear in this survey the focus of WMATA and the upcoming budget is to decrease overall public transport service rather than increase it throughout. The focus on public transport is to be able to get people transported throughout the region. There should not be any option presented that further decreases overall ridership. Operating Budget, Management and Spending Please don't cut late night service on the metro. I have used metro after 10PM fairly frequently in my time as a DC resident. I would love if the metro could stay open until 2AM on fridays and saturdays. Bus Service 1) Service cuts should be the last option. Frequency of service is a key determinant of whether people that have a choice of whether to use transit will actually choose transit. Infrequent service will drive ridership down among those who have a choice. Transit would then become welfare - used only by those who have no other choice. The goal of our transit system should be preserved and increased. Operating Budget, Management and Spending WMATA in the past got itself into a deep hole from deferred maintenance due to cuts to capital spending. We should learn from that experience that cuts to the capital account are a bad idea. Operating Budget, Management and Spending Metro needs to consider a flat rate per ride- people who itxe fortfalls. Consider all and bus fares. This will take care of budget shortfalls. Operating Budget, Management and Spending No one pays. All ages jump or push through the turnstiles. While I?m not against higher fares, this may exacerbate that problem. Bus Service No one pays. All ages jump or push through	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?II need to add in bus services. Folks have made their homes and livelihods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but If there is the slightest disruption we have to drive in instead. Take some lessons from NYC Transit Authority. 1. the question about metro access service (asking to choose between two proposals) was worded in a	Operating Budget, Management and Spending Fares/Fees/Parking Rail Service Bus Service
It is clear in this survey the focus of WMATA and the upcoming budget is to decrease overall public transport service rather than increase it throughout. The focus on public transport is to be able to get people transported throughout the region. There should not be any option presented that further decreases overall ridership. Operating Budget, Management and Spending Please don't cut late night service on the metro. I have used metro after 10PM fairly frequently in my time as a DC resident. I would love if the metro could stay open until 2AM on fridays and saturdays. that would do well to alleviate traffic issues caused by ride share users. Bus Service 1) Service cuts should be the last option. Frequency of service is a key determinant of whether people that have a choice of whether to use transit will actually choose transit. Infrequent service will drive ridership down among those who have a choice. The goal of our transit system should be frequent service that makes transit the preferred option for riders. 2) The capital budget should be preserved and increased. WMATA in the past got itself into a deep hole from deferred maintenance due to cuts to capital spending. We should learn from that experience that cuts to the capital account are a bad long commute. Metro needs to consider a flat rate per ride people who take shorter rides redu to live in the city or are tourists and can afford it more than people who live further our and have a long commute. No one pays. All ages jump or push through the turnstiles. While 1?m not against higher frares, this may exacerbate that problem. DO NOT eliminate the d6l It is the only transit that helps people in my neighborhood and kids use it to	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?ll need to add in bus services. Folks have made their homes and livelihoods around this already, but If there is the slightest disruption we have to drive in instead. Take some lessons from NYC Transit Authority. 1. the question about metro access service (asking to choose between two proposals) was worded in a confusing manner. it put forth two oroposals then asked you if you agreed with ?the? proposal (just for	Operating Budget, Management and Spending Fares/Fees/Parking Rail Service Bus Service
people transported throughout the region. There should not be any option presented that further Operating Budget, Management and Spending Please don't cut late night service on the metro. I have used metro after 10PM fairly frequently in my Operating Budget, Management and Spending Please don't cut late night service on the metro. Unave used metro after 10PM fairly frequently in my Bus Service time as a DC resident. I would love if the metro could stay open until 2AM on fridays and sturdays. Bus Service 1) Service cuts should be the last option. Frequency of service is a key determinant of whether people that ava a choice of whether to use transit will actually choose transit. Infrequent service will drive ridership down among those who have a choice. Transit would then become welfare - used only by those who have no other choice. The goal of our transit system should be preserved and increased. WMATA in the past got Itself into a deep hole from deferred maintenance due to cut sto capital Operating Budget, Management and Spending. Metro needs to consider a flat rate per ide- people who take shorter rides tend to live in the city or are tourists and can afford it more than people who live further our and have a long commute. Operating Budget, Management and Spending. No one pays. All ages jump or push through the turnstiles. While 17m not against higher fares, this may eages jump or push through the turnstiles. While 17m not against higher fares, this may eages/people in my neighborhood and kids use it to Service DN ONT eliminate the del It is the o	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?II need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but If there is the slightest disruption we have to drive in instead. Take some lessons from NYC Transit Authority. 1. the question about metro access service (asking to choose between two proposals) was worded in a confusing manner. it put forth two proposals then asked you if you agreed with 7the? proposal (just for the future) 2, please do not cut service. it will suck to have to pay more but having a patchwork system the fut	Operating Budget, Management and Spending Fares/Fees/Parking Rail Service Bus Service Miscellaneous
decreases overall ridership. Operating Budget, Management and Spending Please don't cut late night service on the metro. I have used metro after 10PM fairly frequently in my time as a DC resident. I would love if the metro could stay open until 2AM on fridays and saturdays. Bus hat would do well to alleviate traffic issues caused by ride share users. Bus Service 1) Service cuts should be the last option. Frequency of service is a key determinant of whether people that have a choice of whether to use transit will actually choose transit. Infrequent service will drive ridership down among those who have a choice. Tragol of our transit system should be fast, frequent service that makes transit the preferred option for riders. 2) The capital budget should be preserved and increased. Operating Budget, Management and Spending WMATA in the past got itself into a deep hole from deferred maintenance due to cuts to capital spending. We should learn from that experience that cuts to the capital account are a badi elea. Operating Budget, Management and Spending Metro needs to consider a flat rate per ride people who take shorter rides tend to live in the city or are tourists and can afford it more than people who like further our and have a long commute. Operating Budget, Management and Spending No one pays. All ages jumpor or push through the turnstiles. While 1?m not against higher frares, this may exacerbate that problem. Fares/Fees/Parking DN OT eliminate the d6l It is the only transit that helps people in my neighborhood and kids use it to Fares/Fees/Parking	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?ll need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but If there is the slightest disruption we have to drive in instead. Take some lessons from NYC Transit Authority. 1. the question about metro access service (asking to choose between two proposals) was worded in a confusing manner. It put forth two proposals then asked you if you agreed with ?the? proposal (just for the future] 2. please do not cut service. it will suck to have to pay more but having a patchwork system will be	Operating Budget, Management and Spending Fares/Fees/Parking Rail Service Bus Service Miscellaneous
Please don't cut late night service on the metro. I have used metro after 10PM fairly frequently in my time as a DC resident. I would love if the metro could stay open until 2AM on fridays and saturdays. that would do well to alleviate traffic issues caused by ride share users. 1) Service cuts should be the last option. Frequency of service is a key determinant of whether people that have a choice of whether to use transit will actually choose transit. Infrequent service will drive ridership down among those who have a choice. Transit would then become welfare - used only by those who have no other choice. The goal of our transit system should be preserved and increased. WMATA in the past got itself into a deep hole from deferred maintenance due to cuts to capital spending. We should learn from that experience that cuts to the capital account are a bad idea. Enforce passengers paying rail and bus fares. This will take care of budget shortfalls. Metro needs to consider a flat rate per ride people who take shorter rides tend to live in the city or are tourists and can afford it more than people who live further our and have a long commute. No one pays. All ages jump or push through the turnstiles. While 1?m not against higher frares, this may exacerbate that problem. DO NOT eliminate the d6l It is the only transit that helps people in my neighborhood and kids use it to	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro are transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?II need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but If there is the slightest disruption we have to drive in instead. Take some lessons from NYC Transit Authority. 1. the question about metro access service (asking to choose between two proposals) was worded in a confusing manner. It put forth two proposals then asked you if you agreed with ?the? proposal (just for the future) 2. please do not cut service. it will suck to have to pay more but having a patchwork system will be	Operating Budget, Management and Spending Fares/Fees/Parking Rail Service Bus Service Miscellaneous
time as a DC resident. I would love if the metro could stay open until 2AM on fridays and saturdays. that would do well to alleviate traffic issues caused by ride share users. 1) Service cuts should be the last option. Frequency of service is a key determinant of whether people that have a choice of whether to use transit will actually choose transit. Infrequent service will drive ridership down among those who have a choice. Transit would then become welfare - used only by those who have no other choice. The goal of our transit system should be fast, frequent service that makes transit the preferred option for riders. 2) The capital budget should be preserved and increased. WMATA in the past got itself into a deep hole from deferred maintenance due to cuts to capital spending. We should learn from that experience that cuts to the capital account are a bad idea. Enforce passengers paying rail and bus fares. This will take care of budget shortfarls. Metro needs to consider a flat rate per ride- people who take shorter rides tend to live in the city or are tourists and can afford it more than people who live further our and have a long commute. No one pays. All ages jump or push through the turnstiles. While I?m not against higher fares, this may exacerbate that problem. DO NOT eliminate the del It is the only transit that helps people in my neighborhood and kids use it to	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?II need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but I there is the slightest disruption we have to drive in instead. Take some lessons from NYC Transit Authority. 1. the question about metro access service (asking to choose between two proposals) was worded in a confusing manner. It put forth two proposals then asked you if you agreed with ?the? proposal (just for the future) 2. please do not cut service. It will suck to have to pay more but having a patchwork system will be	Operating Budget, Management and Spending Fares/Fees/Parking Rail Service Bus Service Miscellaneous MetroAccess
that would do well to alleviate traffic issues caused by ride share users. Bus Service 1) Service cuts should be the last option. Frequency of service is a key determinant of whether people that have a choice of whether to use transit will actually choose transit. Infrequent service will drive ridership down among those who have a choice. The goal of our transit system should be fast, frequent service that makes transit the preferred option for riders. 2) The capital budget should be preserved and increased. Bus Service WMATA in the past got itself into a deep hole from deferred maintenance due to cuts to capital spending. We should learn from that experience that cuts to the capital account are a bad idea. Operating Budget, Management and Spending Enforce passengers paying rail and bus fares. This will take care of budget should to live in the city or are tourists and can afford it more than people who take shorter rides tend to live in the city or are tourists. and can afford it more than people who live further our and have a long commute. Bus Service No one pays. All ages jumpo ro push through the turnstiles. While I?m not against higher fraes, this may exacerbate that problem. Fares/Fees/Parking DO NOT eliminate the d6l It is the only transit that helps people in my neighborhood and kids use it to Fares/Fees/Parking	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?ll need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but If there is the slightest disruption we have to drive in instead. Take some lessons from NYC Transit Authority. 1. the question about metro access service (asking to choose between two proposals) was worded in a confusing manner. It put forth two proposals then asked you if you agreed with ?the? proposal (just for the future) 2. please do not cut service. It will suck to have to pay more but having a patchwork system will be	Operating Budget, Management and Spending Fares/Fees/Parking Rail Service Bus Service Miscellaneous MetroAccess
1) Service cuts should be the last option. Frequency of service is a key determinant of whether people that have a choice of whether to use transit will actually choose transit. Infrequent service will drive ridership down among those who have a choice. Transit would then become welfare - used only by those who have no other choice. The goal of our transit system should be fast, frequent service that makes transit the preferred option for riders. 2) The capital budget should be preserved and increased. WMATA in the past got itself into a deep hole from deferred maintenance due to cuts to capital spending. We should learn from that experience that cuts to the capital account are a bad idea. Operating Budget, Management and Spending Enforce passengers paying rail and bus fares. This will take care of budget shortfalls. Operating Budget, Management and Spending Metro needs to consider a flat rate per ride people who take shorter rides tend to live in the city or are tourists and can afford it more than people who live further our and have a long commute. Bus Service No one pays. All ages jumpor push through the turnstiles. While 1?m not against higher fares, this may exacerbate that problem. Fares/Fees/Parking DO NOT eliminate the d6l It is the only transit that helps people in my neighborhood and kids use it to Fares/Fees/Parking	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?II need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but If there is the slightest disruption we have to drive in instead. Take some lessons from NYC Transit Authority. 1. the question about metro access service (asking to choose between two proposals) was worded in a confusing manner. It put forth two proposals then asked you if you agreed with ?the? proposal (just for the future] 2. please do not cut service. It will suck to have to pay more but having a patchwork system will be	Operating Budget, Management and Spending Fares/Fees/Parking Rail Service Bus Service Miscellaneous MetroAccess
that have a choice of whether to use transit will actually choose transit. Infrequent service will drive ridership down among those who have a choice. Transit would then become welfare - used only by those who have no other choice. The goal of our transit system should be fast, frequent service that makes transit the preferred option for riders. 2) The capital budget should be preserved and increased. WMATA in the past got itself into a deep hole from deferred maintenance due to cuts to capital spending. We should learn from that experience that cuts to the capital account are a bad load. Derating Budget, Management and Spending Metro needs to consider a flat rate per ride people who take shorter rides tend to live in the city or are tourists and can afford it more than people who live further our and have a long commute. No one pays. All ages jump or push through the turnstiles. While 1?m not against higher fares, this may exacerbate that problem. DO NOT eliminate the d6l It is the only transit that helps people in my neighborhood and kids use it to	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?II need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but If there is the slightest disruption we have to drive in instead. Take some lessons from NYC Transit Authority. 1. the question about metro access service (asking to choose between two proposals) was worded in a confusing maner. it put for tho wo proposals then asked you if you agreed with ?the? proposal (just for the future) 2. please do not cut service. it will suck to have to pay more but having a patchwork system will be	Operating Budget, Management and Spending Fares/Fees/Parking Rail Service Bus Service Miscellaneous MetroAccess Operating Budget, Management and Spending
ridership down among those who have a choice. Transit would then become welfare - used only by those who have no other choice. The goal of our transit system should be fast, frequent service that makes transit the preferred option for riders. 2) The capital budget should be preserved and increased. WMATA in the past got itself into a deep hole from deferred maintenance due to cuts to capital spending. We should learn from that experience that cuts to the capital account are a bad idea. Enforce passengers paying rail and bus fares. This will take care of budget shortfalls. Metro needs to consider a flat rate per ride- people who take shorter rides tend to live in the city or are tourists and can afford it more than people who live further our and have a long commute. No one pays. All ages jump or push through the turnstiles. While I?m not against higher fares, this may exacerbate that problem. DO NOT eliminate the del It is the only transit that helps people in my neighborhood and kids use it to	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?ll need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but If there is the slightest disruption we have to drive in instead. Take some lessons from NYC Transit Authority. 1. the question about metro access service (asking to choose between two proposals) was worded in a confusing manner. It put forth two proposals then asked you if you agreed with ?the? proposal (just for transport service rather than increase it throughout. The focus on public transport is to be able to get people	Operating Budget, Management and Spending Fares/Fees/Parking Rail Service Bus Service Miscellaneous MetroAccess Operating Budget, Management and Spending
those who have no other choice. The goal of our transit system should be fast, frequent service that makes transit the preferred option for riders. 2) The capital budget should be preserved and increased. WMATA in the past got itself into a deep hole from deferred maintenance due to cuts to capital spending. We should learn from that experience that cuts to the capital account are a bad idea. Deprating Budget, Management and Spending Metro needs to consider a flat rate per ride people who take shorter rides tend to live in the city or are tourists and can afford it more than people who live further our and have a long commute. No one pays. All ages jump or push through the turnstiles. While I?m not against higher fraes, this may DO NOT eliminate the d6l It is the only transit that helps people in my neighborhood and kids use it to	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?ll need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but If there is the slightest disruption we have to drive in instead. Take some lessons from NYC Transit Authority. 1. the question about metro access service (asking to choose between two proposals) was worded in a confusing manner. It put forth two proposals then asked you if you agreed with ?the? proposal (just for the future) 2. please do not cut service. It will suck to have to pay more but having a patchwork system will be	Operating Budget, Management and Spending Fares/Fees/Parking Rail Service Bus Service Miscellaneous MetroAccess Operating Budget, Management and Spending
makes transit the preferred option for riders. 2) The capital budget should be preserved and increased. WMATA in the past got itself into a deep hole from deferred maintenance due to cuts to capital spending. We should learn from that experience that cuts to the capital account are a bad idea. Enforce passengers paying rail and bus fares. This will take care of budget shortfalls. Metro needs to consider a flat rate per ride people who take shorter rides tend to live in the city or are tourists and can afford it more than people who live further our and have a long commute. No one pays. All ages jump or push through the turnstiles. While I?m not against higher fares, this may exacerbate that problem. DO NOT eliminate the d6l It is the only transit that helps people in my neighborhood and kids use it to	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?II need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but If there is the slightest disruption we have to drive in instead. Take some lessons from NYC Transit Authority. 1. the question about metro access service (asking to choose between two proposals) was worded in a confusing manner. It put forth two proposals then asked you if you agreed with ?the? proposal (just for the future) 2. please do not cut service. It will suck to have to pay more but having a patchwork system will be	Operating Budget, Management and Spending Fares/Fees/Parking Rail Service Bus Service Miscellaneous MetroAccess Operating Budget, Management and Spending
WMATA in the past got itself into a deep hole from deferred maintenance due to cuts to capital spending. We should learn from that experience that cuts to the capital account are a bad idea. Operating Budget, Management and Spending Enforce passengers paying rail and bus fares. This will take care of budget shortfalls. Operating Budget, Management and Spending Metro needs to consider a flat rate per ride- people who take shorter rides tend to live in the city or are tourists and can afford it more than people who live further our and have a long commute. Operating Budget, Management and Spending No one pays. All ages jump or push through the turnstiles. While I?m not against higher fares, this may exacerbate that problem. Fares/Fees/Parking DO NOT eliminate the d6l It is the only transit that helps people in my neighborhood and kids use it to Fares/Fees/Parking	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?II need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but If there is the slightest disruption we have to drive in instead. Take some lessons from NYC Transit Authority. 1. the question about metro access service (asking to choose between two proposals) was worded in a confusing manner. It put forth two proposals then asked you if you agreed with ?the? proposal (just for the future) 2. please do ont cut service. It will suck to have to pay more but having a patchwork system will be	Operating Budget, Management and Spending Fares/Fees/Parking Rail Service Bus Service Miscellaneous MetroAccess Operating Budget, Management and Spending
spending. We should learn from that experience that cuts to the capital account are a bad idea. Operating Budget, Management and Spending Enforce passengers paying rail and bus fares. This will take care of budget shortfalls. Operating Budget, Management and Spending Metro needs to consider a flat rate per ride people who take shorter rides tend to live in the city or are tourists and can afford it more than people who live further our and have a long commute. Bus Service No one pays. All ages jump or push through the turnstiles. While I?m not against higher fares, this may exacerbate that problem. Fares/Fees/Parking DO NOT eliminate the d6! It is the only transit that helps people in my neighborhood and kids use it to Fares/Fees/Parking	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?ll need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but If there is the slightest disruption we have to drive in instead. Take some lessons from NYC Transit Authority. 1. the question about metro access service (asking to choose between two proposals) was worded in a confusing manner. It put forth two proposals then asked you if you agreed with ?the? proposal (just for the future] 2. please do not cut service. It will suck to have to pay more but having a patchwork system will be	Operating Budget, Management and Spending Fares/Fees/Parking Rail Service Bus Service Miscellaneous MetroAccess Operating Budget, Management and Spending
Enforce passengers paying rail and bus fares. This will take care of budget shortfalls. Derating Budget, Management and Spending Metro needs to consider a flat rate per ride people who take shorter rides tend to live in the city or are tourists and can afford it more than people who live further our and have a long commute. No one pays. All ages jump or push through the turnstiles. While I?m not against higher fares, this may exacerbate that problem. Do NOT eliminate the d6! It is the only transit that helps people in my neighborhood and kids use it to	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?II need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but If there is the slightest disruption we have to drive in instead. Take some lessons from NYC Transit Authority. 1. the question about metro access service (asking to choose between two proposals) was worded in a confusing manner. It put forth two proposals then asked you if you agreed with ?the? proposal (just for the future) 2. please do not cut service. It will suck to have to pay more but having a patchwork system will be	Operating Budget, Management and Spending Fares/Fees/Parking Rail Service Bus Service Miscellaneous MetroAccess Operating Budget, Management and Spending
Metro needs to consider a flat rate per ride people who take shorter rides tend to live in the city or are tourists and can afford it more than people who live further our and have a long commute. Bus Service No one pays. All ages jump or push through the turnstiles. While I?m not against higher fares, this may exacerbate that problem. Fares/Fees/Parking DO NOT eliminate the d6I It is the only transit that helps people in my neighborhood and kids use it to Fares/Fees/Parking	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?II need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but If there is the slightest disruption we have to drive in instead. Take some lessons from NYC Transit Authority. 1. the question about metro access service (asking to choose between two proposals) was worded in a confusing maner. it put for thw toy proposals then asked you if you agreed with ?the? proposal (just for the future) 2. please do not cut service. it will suck to have to pay more but having a patchwork system will b	Operating Budget, Management and Spending Fares/Fees/Parking Rail Service Bus Service Miscellaneous MetroAccess Operating Budget, Management and Spending Bus Service
No one pays. All ages jump or push through the turnstiles. While 1?m not against higher fares, this may exacerbate that problem. Fares/Fees/Parking DO NOT eliminate the d6! It is the only transit that helps people in my neighborhood and kids use it to	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?II need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but If there is the slightest disruption we have to drive in instead. Take some lessons from NYC Transit Authority. 1. the question about metro access service (asking to choose between two proposals) was worded in a confusing manner. It put forth two proposals then asked you if you agreed with ?the? proposal (just for the future] 2. please do not cut service. It will suck to have to pay more but having a patchwork system will be	Operating Budget, Management and Spending Fares/Fees/Parking Rail Service Bus Service Miscellaneous MetroAccess Operating Budget, Management and Spending Bus Service Operating Budget, Management and Spending
exacerbate that problem. Fares/Fees/Parking DO NOT eliminate the d6! It is the only transit that helps people in my neighborhood and kids use it to	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?II need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but If there is the slightest disruption we have to drive in instead. Take some lessons from NVC Transit Authority. 1. the question about metro access service (asking to choose between two proposals) was worded in a confusing manner. It put forth two proposals then asked you if you agreed with ?the? proposal (just for the future) 2. please do not cut service. It will suck to have to pay more but having a patchwork system will be	Operating Budget, Management and Spending Fares/Fees/Parking Rail Service Bus Service Miscellaneous MetroAccess Operating Budget, Management and Spending Bus Service Operating Budget, Management and Spending
DO NOT eliminate the d6! It is the only transit that helps people in my neighborhood and kids use it to	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?II need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but If there is the slightest disruption we have to drive in instead. Take some lessons from NYC Transit Authority. 1. the question about metro access service (asking to choose between two proposals) was worded in a confusing manner. It put forth two proposals then asked you if you agreed with ?the? proposal (just for the future) 2. please do ont cut service. It will suck to have to pay more but having a patchwork system will be	Operating Budget, Management and Spending Fares/Fees/Parking Rail Service Bus Service Miscellaneous MetroAccess Operating Budget, Management and Spending Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending
	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?II need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but If there is the slightest disruption we have to drive in instead. Take some lessons from NYC Transit Authority. 1. the question about metro access service (asking to choose between two proposals) was worded in a confusing manner. It put forth two proposals then asked you if you agreed with ?the? proposal (just for the future) 2. please do ont cut service. It will suck to have to pay more but having a patchwork system will be	Operating Budget, Management and Spending Fares/Fees/Parking Rail Service Bus Service Miscellaneous MetroAccess Operating Budget, Management and Spending Bus Service Operating Budget, Management and Spending
get to school !!!!!!! It is the only transit I can use! Please don ?t eliminate the d6!!! Miscellaneous	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to justify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?II need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but If there is the slightest disruption we have to drive in instead. Take some lessons from NYC Transit Authority. 1. the question about metro access service (asking to choose between two proposals) was worded in a confusing manner. It put forth two proposals then asked you if you agreed with ?the? proposal (just for the future) 2. please do not cut service. It will suck to have to pay more but having a patchwork system will be even worse. 3. thank you for everything you do. 4. please do not cut service, thank you. It is cl	Operating Budget, Management and Spending Fares/Fees/Parking Rail Service Bus Service Miscellaneous MetroAccess Operating Budget, Management and Spending Bus Service Operating Budget, Management and Spending Bus Service Operating Budget, Management and Spending Bus Service
	aren?t going to pay higher ones and it simply punishes those paying fares. In my opinion, if you make severe cutbacks in the service schedules and/or raise fares 25 percent, you will drive people back to their cars and it will help to jusitify people continuing to work from home resulting in lower ridership. Reducing rail service and/or raising fares by 25 percent would be a big blow to those in the DMV that are dependent on public transportation to get to and from work. Finally, I get very frustrated that WMATA continues to expand the rail system when it is clearly having problems maintaining the current rail system both physically and financially. Why is reducing expense not an option? If WMATA has to constantly beg for additional funds, the entire system needs cost cutting issues addressed first, before fee increase or reducing service. Cutting service will result in a death spiral for Metro area transit. I would rather pay more to keep the service as close to current levels as possible, and I believe the majority of public transit users would agree. Metro trains are already infrequent enough. Folks cannot rely on your service. What about smaller trains but more of them? We are the nation?s Capitol after all, yet have a public transport system far inferior to that of other US cities and most of the world. If you are going to be closing lines or cutting services, you?Il need to add in bus services. Folks have made their homes and livelihoods around this transportation. As a family with a Saturday worker, we support earlier opening on Saturday. It is tight already, but If there is the slightest disruption we have to drive in instead. Take some lessons from NYC Transit Authority. 1. the question about metro access service (asking to choose between two proposals) was worded in a confusing manner. It put forth two proposals then asked you if you agreed with 7the? proposal (just for the future) 2. please do not cut service. It will suck to have to pay more but having a patchwork system will b	Operating Budget, Management and Spending Fares/Fees/Parking Rail Service Bus Service Miscellaneous MetroAccess Operating Budget, Management and Spending Bus Service Operating Budget, Management and Spending Bus Service Operating Budget, Management and Spending Bus Service Fares/Fees/Parking

Comment	Category
Riders shouldn't be forced to chose between service cuts and increased prices. Metro shouldn't be run	
like a for-profit business because it's an essential service (i.e. its purpose is to get people places, not to	
make money). It should be fully funded by the government and completely free to all. If the powers-	
that-be truly cared about climate change and socio-economic equality, they'd do everything they can to protect mass transit. Instead, more and more workers are being forced to either drive into work or	
allow themselves to be priced out of the city. Disgusting.	Bus Service
Eliminating all the routes through Georgetown and Glover Park (D2, D6, G2, 31, 33) is unacceptable.	
These neighborhoods are not well served by transit as it is. This proposal will eliminate all access these	
neighborhoods have to public transit. How is this even a serious suggestion?	Bus Service
Metro is very inexpensive but at many stations, it seems the nobody pays. I?ve seen men in suits jump	
over. Seems it?s considered free.	Rail Service
Don?t close any metro stations or close the system early. Metro should run later not close earlier.	
People need a cheap and reliable way to get home when they go out at night.	Rail Service
One of the things that makes WMATA great is the fact that the service is good - cutting the service will	
turn away people from using WMATA; you must increase fares to offset the budget.	Operating Budget, Management and Spending
Closing stations or removing bus lines/routes is not the way to go in a city the size of DC.	
Washingtonians rely on public transportation to get us to work, doctor appointments, grocery stores,	
hospitals, and etc. You will only hurt the community by taking away stations and bus routes. Closures	
will lead people to buy personal vehicles and you will just be dealing with additional budget issues in	
upcoming years.	Operating Budget, Management and Spending
I also support some sort of regional tax to ensure that metro can make service more frequent (both rail	Rus Sanisa
and bus) The prices of metro service are already too high. I spend \$12 per day to get to and from work.	Bus Service
Additional price hikes would make it too difficult to get to and from work. Service cuts would mean it	
would take too long to get where I need to go. The metro should be a public good that our tax dollars	
fund. It is not meant to run on it's own.	Bus Service
Andy should have moved to Capitol Hill, instead he has to ride the unreliable Metro with the homeboys	
and Gonzaga boiz. Cut away, I drive.	Rail Service
We need more money from DC, VA, and MD. These are not acceptable changes.	Miscellaneous
If you make the system run too infrequently then people just won?t use it. That?s death spiral territory.	Miscellaneous
This is your fault. You have mismanaged the system for decades and now you expect everyone else to	
bail you out? If you can't afford to operate, perhaps it's because you're so terrible that nobody rides	
you. You have lost your sense of mission and become a jobs program for incompetent people. Live	
within your means and be realistic about how you have broken the system.	Miscellaneous
Please don?t limit bus service!	Bus Service
The metro is a public service. It?s there to serve the public and it cannot do that if we have increased	
wait times in the train and bus. It?s unacceptable that leadership is so quick to increase fares/reduce	
service when yall spent millions in your fancy little fare gates (that don?t even work). I rely on the	
metro to commute to work 5 days a week and the reduced service will not only impact my work schedule, I will not be able to afford to commute to work.	Bus Service
The reality is, I don't own a car and totally rely on Metrorail to get around the city, get groceries, and	Bus Service
get to work. Service cuts would be devastating for me.	Bus Service
No one will read this. So I?II be frank for no good reason. A lot of the proposed ?solutions? are	busseivice
problems. 1. I would like to have an income based fare. I?m happy to pay more if it meant others	
didn?t have a fare increase 2. I?d rather have rolling blackouts of service that we can plan around then	
a daily roulette of a 15-20 min wait and over crowded cars 3. Whose idea was the purple line. I don?t	
think the entire population of metro users should have to suffer because of ineffectual Maryland state	
governance. 4. Fare evasion- figure out who needs financial support/subsidies and who is jumping	
gates because it?s cool. Like e-cigarettes. Def not encouraging punitive punishment - create a pathway	
for restorative justice for people who evade fares who have financial ability to pay. 5. Speaking of	
which - how much \$ goes to metro cops. Like maybe less cops. Cops have not demonstrated an effect	
on reducing or addressing crime and violence. Cops should be local jurisdiction responsibility.	Operating Budget, Management and Spending
There should be no cuts in service or fare increases. DC and other well served urban areas in the DMV	
should institute a congestion fee for all passenger cars. A gasoline tax should be enacted in all counties	
served by WMATA to support this vital infrastructure. Other taxes such as on tires and new cars sold in	
WMATA served counties should be enacted to internalize the cost of selecting ow density	Form /Form /Deriving
transportation options. Maintenance funds of tertiary roads should also be diverted to subsidize	Fares/Fees/Parking
I think if you actually prosecuted fare hoppers you wouldn?t have this experience. The number of times	
I see station managers turn a blind eye when it happens blatantly in front of them or when they open doors to help these people not pay is ridiculous. Why am I paying if clearly no one else is. Same for the	
bus? they don?t even require you swipe your card anymore	Bus Service
Would prefer a completely free public transportation system that would make it easier for everyone	
(locals, visitors, tourists) to easily use the transit system. Could also make it possible to use a credit card	
to pay for fares instead of the WMATA cards (reduces production of the cards and having to fill it up	
again if low on fares; additionally helps locals / tourists not have to figure out the system). Trains and	
buses should run longer. Columbia Heights should get back on two lines as it is the most densely	
populated part of the city. Would be helpful to prioritize buses by closing lanes to cars and have only	
bikes and buses able to travel. More bike locking stations at metro stations, such as the airports and	
Union station. Trains should run more frequently (comparative cities can run trains in their subways so	
the longest wait is 6 minutes).	Bus Service
I appreciate Metro's current focus on reliability and frequency. I hope that future changes will continue	
to prioritize improving these - I am willing to pay a bit more if i can be confident that the train or bus	
will be there when I need it.	Bus Service
Most important thing for me is that rush hour rail and bus service isn't cut, would support fairly	Rus Sanisa
significant service reductions and slight fare increases outside of rush hour and during weekends. I ride the 96 to work regularly and would strongly advocate it not be cut!	Bus Service
	Miscellaneous
I personally have not used the metro rail service in quite some time mainly due to now being fully remote. However, the proposals put forward in this budget paint a very dark picture for the metro?s	
future. If even some of these proposals were to be put into effect, I doubt I would ever choose to ride	
metro again.	Operating Budget, Management and Spending
Glover Park is already poorly served by metro. Cutting service further will lead to total collapse as	
nobody can reasonably use intermittent or spotty service as reliable transportation. Even if it?s three	
people on the bus. This is how those three people travel. Buses are sometimes simply a public good.	
None of this should be seen as a profit center. It is a public service. Just because it is a r relatively	
wealthy area doesn?t mean everyone has a car. Or money for Uber. Better reliable service will improve	
ridership. You know this.	Bus Service
ndersnip. Tod know this.	

Comment	Category
As a Glover Park resident, I find any an all efforts to cut bus service to the neighborhood to be	
completely unacceptable. The neighborhood as it is already does not have a Metrorail station and bus	
is the only form of public transportation that the neighborhood has. The D2 bus route is absolutely	
critical in connecting the neighborhood with the rest of the city by connecting us with the Red Line at	
Dupont Circle. Additionally, dozens of DC public school children use the bus daily to bring them to and	
from school from homes both within the neighborhood and from neighborhoods distant to Glover Park	
(e.g. Duke Ellington students). This proposal to cut the bus to Glover Park comes up every budget	
session, but please I beg the city to not cut the neighborhood off from the rest of the city, as the effects	
will be tremendously negative and will greatly impact the live-ability of the neighborhood.	Operating Budget, Management and Spending
No service cuts on red line between 4:30 and 5:30 in order to get to Union Station to connect with	
MARC train	Bus Service
We need to cut down on fare evasion. That has to be the highest priority.	Fare Evasion/Safety/Crime
Prioritize bus and rail service in central DC to keep it frequent in time and in space. Sacrifice commuter	
service between the suburbs and DC. The suburbanites have to have cars anyway to get around in the	
suburbs so they can drive into DC and pay to park in garages if they have to. We DC residents often don't have cars and must rely on public transit in our own neighborhoods, and we typically have very	
little interest in access to the suburbs.	Bus Service
There isn?t parking in dc so people want to use metro don?t make it worse by cutting service. I?m still	Bus service
mad that yellow stops at mt. Vernon square instead of going to greenbelt. This has made me choose to	
drive to the airport instead of metro. Further reducing service will only cause more people to drive	
loosing more customers and reducing demand for metro and further reducing fare revenue. Also when	
I ride metro at least 25% of people are not paying, there?s your missing revenue. Metro is dirty	
unreliable and unsafe as is make it better and people will use it.	Fares/Fees/Parking
The metro is extremely expensive for what it currently provides. As is, it?s unsafe, dirty, and unreliable.	······································
If the prices increase and the parking increases, and the metro frequency decreases, the value is not	
there. It already isn?t there. I will become car reliant. Maybe WMATA should look at how countries in	
Europe do it?	Bus Service
Demand funding from Fed govt, VA and MD. Metro is the lifeline for a majority of citizens and makes	
the DMV the DMV. Cutting services hollows out profit and makes living in an fun and complex city	
boring and sad.	Capital Budget
Eliminating service, especially to routes that are the only public transit option for entire areas of the	
district will have huge lasting impacts on populations on those neighborhoods cutting them off from	
the rest of the district and isolating them and eliminating job opportunities outside of their	
neighborhood. Eliminating the D6, for example, would cut off large parts of the district west of	
Georgetown that have no other public transportation options.	Bus Service
Please implement the Better Bus plan. Metrobus service is okay at best and could be a lot more	
frequent and efficient. Cutting bus and rail service unless there is too much redundancy won't do	
anything to get ridership. Also, investing in the new part of the Silver Line is important because	
ridership is lagging and the train is much slower than driving except during rush hour.	Bus Service
I use the bus to get to work, go to doctors appointments, go to movies, spend time with friends. If you	
cut service too much more people will use Uber and Lyft.	Bus Service
Accelerate and prioritize train automation on all lines as quickly as possible. This should be a no	
brainiersooner you return to full automation the better for everyone.	Rail Service
The plan to cut service may very well cause a cascade of metro avoidance that only future metro cuts	
can remedy until lines run every 20-30 mins and effectively no one uses the metro	
contremedy undimines run every 20-50 mins and effectively no one uses the metro	Bus Service
Please bring back service on the S1 bus route.	Bus Service Bus Service
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create	
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new	Bus Service
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create	Bus Service Rail Service
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles.	Bus Service
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5-	Bus Service Rail Service
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail Dc?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra	Bus Service Rail Service
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the	Bus Service Rail Service Miscellaneous
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through.	Bus Service Rail Service
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other	Bus Service Rail Service Miscellaneous Capital Budget
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line	Bus Service Rail Service Miscellaneous
Please bring back service on the \$1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair	Bus Service Rail Service Miscellaneous Capital Budget Bus Service
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD.	Bus Service Rail Service Miscellaneous Capital Budget Bus Service Capital Budget Capital Budget
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts.	Bus Service Rail Service Miscellaneous Capital Budget Bus Service
Please bring back service on the \$1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will lave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should	Bus Service Rail Service Capital Budget Bus Service Capital Budget Bus Service Capital Budget Bus Service
Please bring back service on the \$1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper.	Bus Service Rail Service Capital Budget Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper.	Bus Service Rail Service Capital Budget Bus Service Capital Budget Bus Service Capital Budget Bus Service
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper. No Bus Routes should be cut. You are driving people away in using public transportation. 80% of the people going through my station jump the turnstile. I pay every time but it will show low	Bus Service Rail Service Capital Budget Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service
Please bring back service on the \$1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper. No Bus Routes should be cut. You are driving people away in using public transportation. 80% of the people going through my station jump the turnstile. I pay every time but it will show low	Bus Service Rail Service Capital Budget Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper. No Bus Routes should be cut. You are driving people away in using public transportation. 80% of the people going through my station jump the turnstile. I pay every time but it will show low ridership. Put the tall gates in everywhere as if my station closes, I will move out of the DMV. I will get on a bus and pay and be the only one who does for the entire trip. Raise the rates and enforce the fair	Bus Service Rail Service Capital Budget Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper. No Bus Routes should be cut. You are driving people away in using public transportation. 80% of the people going through my station jump the turnstile. I pay every time but it will show low ridership. Put the tail gates in everywhere as if my station closes, I will move out of the DMV. I will get in a bus and pay and be the only one who does for the entire trip. Raise the rates and enforce the fair jumpers to support those of us who pay, rely on the metro to get to work and deserve trains frequent	Bus Service Rail Service Capital Budget Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper. No Bus Routes should be cut. You are driving people away in using public transportation. 80% of the people going through my station jump the turnstile. I pay every time but it will show low ridership. Put the tall gates in everywhere as if my station closes, I will move out of the DMV. I will get on a bus and pay and be the only one who does for the entire trip. Raise the rates and enforce the fair jumpers to support those of us who pay, rely on the metro to get to work and desrve trains frequent enough to get to work as ending the yellow line at Mt. Vernon has been hard enough on those who pay	Bus Service Rail Service Capital Budget Bus Service
Please bring back service on the \$1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper. No Bus Routes should be cut. You are driving people away in using public transportation. 80% of the people going through my station jump the turnstile. I pay every time but it will show low ridership. Put the tall gates in everywhere as if my station closes, I will move out of the DMV. I will get on a bus and pay and be the only one who does for the entire trip. Raise the rates and enforce the fair jumpers to support those of who pay, rely on the metro to get to work and deserve trains frequent enough to get to work as ending the yellow line at Mt. Vernon has been hard enough on those who pay on the green line north of MVS stop and have to transfer.	Bus Service Rail Service Capital Budget Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper. No Bus Routes should be cut. You are driving people away in using public transportation. 80% of the people going through my station jump the turnstile. I pay every time but it will show low ridership. Put the tall gates in everywhere as if my station closes, I will move out of the DMV. I will get on a bus and pay and be the only one who does for the entire trip. Raise the rates and enforce the fair jumpers to support those of us who pay, rely on the metro to get to work and deserve trains frequent enough to get to work as ending the yellow line at Mt. Vernon has been hard enough on those who pay on the green line north of MVS stop and have to transfer. Why not start to collect fares: I?ve ridden where the fare was collected: demanded bas	Bus Service Rail Service Capital Budget Bus Service
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper. No Bus Routes should be cut. You are driving people away in using public transportation. 80% of the people going through my station jump the turnstile. I pay every time but it will show low ridership. Put the tall gates in everywhere as if my station closes, I will move out of the DMV. I will get on a bus and pay and be the only one who does for the entire trip. Raise the rates and enforce the fair shary to work as ending the yellow line at Mt. Vernon has been hard enough on those who pay on the green line north of MVS stop and have to transfer. Why not start to collect fares: I/Ve ridden where the fare was collected: demanded based on appearance of the passenger? Everyone should pay the fare	Bus Service Rail Service Capital Budget Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Parking
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper. No Bus Routes should be cut. You are driving people away in using public transportation. 80% of the people going through my station jump the turnstile. I pay every time but it will show low ridership. Put the tall gates in everywhere as if my station closes, I will move out of the DMV. I will get on a bus and pay and be the only one who does for the entire trip. Raise the rates and enforce the fair jumpers to support those of us who pay, rely on the metro to get to work and deserve trains frequent enough to get to work as ending the yellow line at Mt. Vernon has been hard enough on those who pay on the green line north of MVS stop and have to transfer. Why not start to collect fares: I?ve ridden where the fare was collected: demanded bas	Bus Service Rail Service Capital Budget Bus Service
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper. No Bus Routes should be cut. You are driving people away in using public transportation. 80% of the people going through my station jump the turnstile. I pay every time but it will show low ridership. Put the tall gates in everywhere as if my station closes. I will move out of the DMV. I will get on a bus and pay and be the only one who does for the entire trip. Raise the rates and enforce the fair jumpers to support those of us who pay, rely on the metro to get to work and deserve trains frequent enough to get to work as ending the yellow line at Mt. Vernon has been hard enough on those who pay on the green line north of MVS stop and have to transfer. Why not start to collect fares: I?ve ridden where the fare was collected: demanded bas	Bus Service Rail Service Capital Budget Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Parking
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper. No Bus Routes should be cut. You are driving people away in using public transportation. 80% of the people going through my station jump the turnstile. I pay every time but it will show low ridership. Put the tall gates in everywhere as if my station closes, I will move out of the DMV. I will get on a bus and pay and be the only one who does for the entire trip. Raise the rates and enforce the fair jumpers to support those of us who pay, rely on the metro to get to work and deserve trains frequent enough to get to work as ending the yellow line at Mt. Vernon has been hard enough on those who pay on the green line north of MVS stop and have to transfer. Why not start to collect fares: I?ve ridden where the fare was collected: demanded bas	Bus Service Rail Service Capital Budget Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Parking
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper. No Bus Routes should be cut. You are driving people away in using public transportation. 80% of the people going through my station jump the turnstile. I pay every time but it will show low ridership. Put the tall gates in everywhere as if my station closes, I will move out of the DMV. I will get on a bus and pay and be the only one who does for the entire trip. Raise the rates and enforce the fair jumpers to support those of us who pay, rely on the metro to get to work and deserve trains frequent enough to get to work as ending the yellow line at Mt. Vernon has been hard enough on those who pay on the green line north of MVS stop and have to transfer. Why not start to collect fares: I/Ve ridden where the fare was collected: demanded bas	Bus Service Rail Service Capital Budget Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Fare Evasion/Safety/Crime
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper. No Bus Routes should be cut. You are driving people away in using public transportation. 80% of the people going through my station jump the turnstile. I pay every time but it will show low ridership. Put the tall gates in everywhere as if my station closes, I will move out of the DMV. I will get on a bus and pay and be the only one who does for the entire trip. Raise the rates and enforce the fair jumpers to support those of us who pay, rely on the metro to get to work and deserve trains frequent enough to get to work as ending the yellow line at Mt. Vernon has been hard enough on those who pay on the green line north of MVS stop and have to transfer. Why not start to collect fares: I?ve ridden where the fare was collected: demanded bas	Bus Service Rail Service Capital Budget Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Fare Evasion/Safety/Crime
Please bring back service on the \$1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper. No Bus Routes should be cut. You are driving people away in using public transportation. 80% of the people going through my station jump the turnstile. I pay every time but it will show low ridership. Put the tall gates in everywhere as if my station closes, I will move out of the DMV. I will get on a bus and pay and be the only one who does for the entire trip. Raise the rates and enforce the fair jumpers to support those of us who pay, rely on the metro to get to work and desave trains frequent enough to get to work as ending the yellow line at Mt. Vernon has been hard enough on those who pay on the green line north of MVS stop and have to transfer. Why not start to collect fares: I?ve ridden where the fare was collected: demanded base	Bus Service Rail Service Capital Budget Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Fare Evasion/Safety/Crime
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper. No Bus Routes should be cut. You are driving people away in using public transportation. 80% of the people going through my station jump the turnstile. I pay every time but it will show low ridership. Put the tall gates in everywhere as if my station closes. I will move out of the DMV. I will get on a bus and pay and be the only one who does for the entire trip. Raise the rates and enforce the fair jumpers to support those of us who pay, rely on the metro to get to work and deserve trains frequent enough to get to work as ending the yellow line at Mt. Vernon has been hard enough on those who pay on the green line north of MVS stop and have to transfer. Why not start to collect fares: I?ve ridden where the fare was collected: demanded bas	Bus Service Rail Service Capital Budget Bus Service
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper. No Bus Routes should be cut. You are driving people away in using public transportation. 80% of the people going through my station jump the turnstile. I pay every time but it will show low ridership. Put the tall gates in everywhere as if my station closes, I will move out of the DMV. I will get on a bus and pay and be tue only one who does for the entire trip. Raise the rates and enforce the fair share to collect fares: I/Ve ridden where the fare was collected: demanded based on appearance of the passenger? Everyone should pay the fare More security In my NE Capitol Hill neighborhood, which is not well serviced by metro lines (>1 mi), the D6 and 96 are key transit lifelines to NW. Elimination of these lines would be detrimental in cre	Bus Service Rail Service Capital Budget Bus Service
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper. No Bus Routes should be cut. You are driving people away in using public transportation. 80% of the people going through my station jump the turnstile. I pay every time but it will show low ridership. Put the tall gates in everywhere as if my station closes, I will move out of the DMV. I will get on a bus and pay and be the only one who does for the entire trip. Raise the rates and enforce the fair jumpers to support those of us who pay, rely on the metro to get to work and desrve trains frequent enough to get to work as ending the yellow line at Mt. Vernon has been hard enough on those who pay on the green line north of MVS stop and have to transfer. Why not start to collect fares: I?ve ridden where the fare was collected: demanded base	Bus Service Rail Service Capital Budget Bus Service
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper. No Bus Routes should be cut. You are driving people away in using public transportation. 80% of the people going through my station jump the turnstile. I pay every time but it will show low ridership. Put the tall gates in everywhere as if my station closes. I will move out of the DMV. I will get on a bus and pay and be the only one who does for the entire trip. Raise the rates and enforce the fair jumpers to support those of us who pay, rely on the metro to get to work and deserve trains frequent enough to get to work as ending the yellow line at Mt. Vernon has been hard enough on those who pay on the green line north of MVS stop and have to transfer. Why not start to collect fares: I?ve ridden where the fare was collected: demanded bas	Bus Service Rail Service Capital Budget Bus Service
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the PG, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper. No Bus Routes should be cut. You are driving people away in using public transportation. 80% of the people going through my station jump the turnstile. I pay every time but it will show low ridership. Put the tall gates in everywhere as if my station closes, I will move out of the DMV. I will get on a bus and pay and be the only one who does for the entire trip. Raise the rates and enforce the fair jumpers to support those of us who pay, rely on the metro to get to work and deserve trains frequent enough to get to work as ending the yellow line at Mt. Vernon has been hard enough on those who pay on the green line north of MVS stop and have to transfer. Why not start to collect fares: I/Ve ridden where the fare was collected: demanded bas	Bus Service Rail Service Capital Budget Bus Service
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper. No Bus Routes should be cut. You are driving people away in using public transportation. 80% of the people going through my station jump the turnstile. I pay every time but it will show low ridership. Put the tall gates in everywhere as if my station closes, I will move out of the DMV. I will get on a bus and pay and be the only one who does for the entire trip. Raise the rates and enforce the fair shope accurity In my NE Capitol Hill neighborhood, which is not well serviced by metro lines (>1 mi), the D6 and 96 are key transit lifelines to NW. Elimination of these lines would be detrimental in creating equitable public- transit friendly neighborhoods. People rely on Metro to get to and from work. If cuts happen perhaps they should be f	Bus Service Rail Service Capital Budget Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Rail Service Rail Service Rail Service
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper. No Bus Routes should be cut. You are driving people away in using public transportation. 80% of the people going through my station jump the turnstile. I pay every time but it will show low ridership. Put the tall gates in everywhere as if my station closes, I will move out of the DMV. I will get on a bus and pay and be the only one who does for the entire trip. Raise the rates and enforce the fair jumpers to support those of us who pay, rely on the metro to get to work and deserve trains frequent enough to get to work as ending the yellow line at Mt. Vernon has been hard enough on those who pay on the green line north of MVS stop and have to transfer. Why not start to collect fares: I?ve ridden where the fare was collected: demanded bas	Bus Service Rail Service Capital Budget Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Rail Service Rail Service Rail Service
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the PG, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper. No Bus Routes should be cut. You are driving people away in using public transportation. 80% of the people going through my station jump the turnstile. I pay every time but it will show low ridership. Put the tall gates in everywhere as if my station closes. I will move out of the DMV. I will get on a bus and pay and be the only one who does for the entire trip. Raise the rates and enforce the fair jumpers to support those of us who pay, rely on the metro to get to work and deserve trains frequent enough to get to work as ending the yellow line at Mt. Vernon has been hard enough on those who pay on the green line north of MVS stop and have to transfer. Why not start to collect fares: I?ve ridden where the fare was collected: demanded bas	Bus Service Rail Service Capital Budget Bus Service Capital Budget Bus Service
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper. No Bus Routes should be cut. You are driving people away in using public transportation. 80% of the people going through my station jump the turnstile. I pay every time but it will show low ridership. Put the tall gates in everywhere as if my station closes, I will move out of the DMV. I will get in a bus and pay and be the only one who does for the entire trip. Raise the rates and enforce the fair jumpers to support those of us who pay, rely on the mettro to get to work and deserve trains frequent enough to get to work as ending the yellow line at Mt. Vernon has been hard enough on those who pay on the green line north of MVS stop and have to transfer. More security In my NE Capitol Hill neighborhood, which is not well serviced by metr	Bus Service Rail Service Capital Budget Bus Service Capital Budget Bus Service
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper. No Bus Routes should be cut. You are driving people away in using public transportation. 80% of the people going through my station jump the turnstile. I pay every time but it will show low ridership. Put the tail gates in everywhere as if my station closes, I will move out of the DMV. I will get on a bus and pay and be the only one who does for the entire trip. Raise the rates and enforce the fair jumpers to support those of us who pay, rely on the metro to get to work and deserve trains frequent More security In my NE Capitol Hill neighborhood, which is not well service. Closing stations would be dorused to the mid afternoon with frequent morning and evening service. Closing stations would be forcused to the mid afternoon with frequen	Bus Service Rail Service Capital Budget Bus Service Capital Budget Bus Service
Please bring back service on the S1 bus route. Transit systems only serve communities when they are frequent, convenient, reliable, and safe. Without these things, ridership will drop as people find alternate means of transport. This will create more traffic and traffic violence, will derail DC?s efforts to combat climate change, and will add new expenses to former riders whose only other options are ride share or private vehicles. Combination of all proposals?cut service on weekends to very underutilized metro stations (bottom 5- 10); reduce weekend and holiday service a little but still offer it; raise parking rates (charge an extra couple dollars) and metro rates (minimally). Make sure Virginia contributes significant funding if the Potomac Yard arena plans go through. The cuts in SW, especially the P6, will leave a significant number of people without easy access to other routes. A large number of people with disabilities live in SW along that line service reductions should be allocated based on funding - i.e. if Maryland doesn't want to pay their fair share, cut service in MD. Prefer metrobus service cuts to metrorail service cuts. Charge more for any routes that start in one jurisdiction and end in another. Routes within DC should always be cheaper. No Bus Routes should be cut. You are driving people away in using public transportation. 80% of the people going through my station jump the turnstile. I pay every time but it will show low ridership. Put the tall gates in everywhere as if my station closes, I will move out of the DMV. I will get on a bus and pay and be the only one who does for the entire trip. Raise the rates and enforce the fair jumpers to support those of us who pay, rely on the metro to get to work and deserve trains frequent enough to get to work as ending the yellow line at Mt. Vernon has been hard enough on those who pay on the green line north of MVS stop and have to transfer. Why not start to collect fares: I?ver ridden where the fare was collected: demanded ba	Bus Service Rail Service Capital Budget Bus Service Capital Budget Bus Service

	-
Comment	Category
I moved to DC from another state specifically because of the Metro. I left a car-centric environment to be free of having to drive as much, especially to work. Draconian changes to the schedule (eliminating	
early morning or late night trains) would necessitate me having to drive to DCA or IAD for trip reports.	
I?d rather pay more for continued service as is (which can be pretty pathetic on Blue and Silver lines)	
then face service cuts, driving, spending more time in traffic, on tolls, on gas and polluting the	
environment more. I know I?m of a financial means to absorb these fare increases, but fare increases	
and service cuts disproportionately affect the working poor and middle class. Service cuts will only drive remote workers to continue working from home at a time the city needs to be getting people back to	
the offices and restaurants.	Operating Budget, Management and Spending
Between DC, VA, and MD - how much is each state paying into Metro's services? All of these proposed	
cuts seem to presume that only commuters use Metro, therefore it's useless to run any buses or trains	
in the District on weekends or in evenings. Three quarters of a million people live in the district. We use	
metrobus and rail as our mode of transportation. Any cuts to service or budget issues should be considered in partnership with DC DDOT, DMV and parking enforcement, who make it too easy and	
inexpensive to drive and own cars in what should be a metropolitan walkable city. Not every	
neighborhood or area, of course, but I have lived in many large and mid-sized citiesmany without a	
robust metrorail and metrobus service and even then they all made it incredibly more difficult to own	
and park cars. It's insane we're leaving all of that revenue on the table - revenue that could be shared	
to support public transportation. try going after the fare jumpers to increase your revenue. I see it almost every trip. Your fares are quite	Operating Budget, Management and Spending
high compared to other regions, and the cuts in service simply make you not relevant. I don't want to	
sit around in a station for way too long to board a jam packed metro car.	Fares/Fees/Parking
As a daily commuter in two directions I witness at least 50% of riders of both the bus and the metro not	
paying. The 64 is packed every week day but most people don?t pay. Address truancy and you?ll fix the	Operation Budget Measurement and Counding
budget problems I don't like the idea of the metro pricing out any riders, but the proposals to cut services instead of	Operating Budget, Management and Spending
raising prices seem like it would make the system pretty much unworkable. Who cares if riding it is	
affordable if it won't get you where you want to go at the time you need to be there?	Rail Service
While the budget constraints are very real and serious, I think that both fare increases (to fares which	
are already more expensive than most big cities) and service reduction will be detrimental to ridership	
and the health of DC Don't eliminate the 96 bus. PLEAAAAAAAAAAAASE	Operating Budget, Management and Spending Bus Service
I am 81 years old and it?s very difficult for me to use the subway so I use the buses. Waiting at a bus	
stop and getting on off the bus. I?m less likely to get harmed, than trying to get on the trains. I consider	
this a major attack on seniors and people who depend on the buses to go to work. I think you should	
get more money from city Council and the mayor, if the mayor has cut transportation, she is also cut	
Education without buses. DC is going to go downhill really fast and the number of cars will increase substantially. This is a very bad situation.	Bus Service
Decreasing service quality will further decrease ridership and revenue. Improved reliability of the	Bus Service
service and high frequency during weekday peak hours will increase ridership. Also reduce fare evasion!	Fare Evasion/Safety/Crime
You provide an essential service. I'm fortunate in that I can pay more, and I find that your prices are so	
low for what I receive in return. I think many people, if they were honest, would probably agree.	Fare Evasion/Safety/Crime
Due to health reasons, I have no choice but to use Metroid to get to and from work. I prefer route reductions to route elimination as that means I can still get around, even if it takes longer.	Bus Service
Increasing wait time on many of these lines would tank ridership and lead to even worse issues in the	Bus service
long-term. Transit is absolutely necessary for this city and gutting it like this is unacceptable and	Bus Service
Cutting service and increasing fares is an awful proposal when service is already low compared to many	
metro services and fares are high.	Fares/Fees/Parking
I would love to use the busses more but they are constantly delayed and sometimes don't show up. There are also often technical issues.	Bus Service
I stopped riding metro rail after you decided to eliminate yellow line service north of Mt. Vernon	
Square, thereby eliminating a direct line to both my job in Virginia and to the airport. The ?equity?	
arguments of privileging stations with low ridership and high fare evasion rates on the green line are	
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt.	
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon!? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a	
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon!? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don?t like driving but don?t have a choice after GM Clarke chose to	Fare Evasion/Safety/Crime
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon!? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a	Fare Evasion/Safety/Crime Fares/Fees/Parking
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon!? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don't like driving but don?t have a choice after GM Clarke chose to make my commute more difficult than it needs to be.	
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon!? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don't like driving but don't have a choice after GM Clarke chose to make my commute more difficult than it needs to be. The metro fare is already high. We would appreciate keeping the price fixed for now. I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really	
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon!? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don't like driving but don?t have a choice after GM Clarke chose to make my commute more difficult than it needs to be. The metro fare is already high. We would appreciate keeping the price fixed for now. I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really beneficial to traveling the area and I hope there is a very great priority in maintaining high levels of	Fares/Fees/Parking
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernonl? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don?t like driving but don?t have a choice after GM Clarke chose to make my commute more difficult than it needs to be. The metro fare is already high. We would appreciate keeping the price fixed for now. I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really beneficial to traveling the area and I hope there is a very great priority in maintaining high levels of service that are commensurate with the importance and size of this region.	
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon!? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don't like driving but don?t have a choice after GM Clarke chose to make my commute more difficult than it needs to be. The metro fare is already high. We would appreciate keeping the price fixed for now. I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really beneficial to traveling the area and I hope there is a very great priority in maintaining high levels of	Fares/Fees/Parking
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon!? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don't like driving but don?t have a choice after GM Clarke chose to make my commute more difficult than it needs to be. The metro fare is already high. We would appreciate keeping the price fixed for now. I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really beneficial to traveling the area and I hope there is a very great priority in maintaining high levels of service that are commensurate with the importance and size of this region. Even though it might not affect my traveling patterns, allowing metro to consistently and frequently run within poorer neighborhoods and to run early in the day and late in the evenings so that service industry people (not just 9-5 white collar workers) who take metro have the ability to do that is	Fares/Fees/Parking Capital Budget
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernonl? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don't like driving but don?t have a choice after GM Clarke chose to make my commute more difficult than it needs to be. The metro fare is already high. We would appreciate keeping the price fixed for now. I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really beneficial to traveling the area and I hope there is a very great priority in maintaining high levels of service that are commensurate with the importance and size of this region. Even though it might not affect my traveling patterns, allowing metro to consistently and frequently run within poorer neighborhoods and to run early in the day and late in the evenings so that service industry people (not just 9-5 white collar workers) who take metro have the ability to do that is important to building a healthy city that is not prioritizing car ridership over much more sustainable	Fares/Fees/Parking Capital Budget Bus Service
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon!? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don't like driving but don't have a choice after GM Clarke chose to make my commute more difficult than it needs to be. The metro fare is already high. We would appreciate keeping the price fixed for now. I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really beneficial to traveling the area and I hope there is a very great priority in maintaining high levels of service that are commensurate with the importance and size of this region. Even though it might not affect my traveling patterns, allowing metro to consistently and frequently run within poorer neighborhoods and to run early in the day and late in the evenings so that service industry people (not just 9-5 white collar workers) who take metro have the ability to do that is important to building a healthy city that is not priorizing car ridership over much more sustainable Keeping frequency high is the key to maintaining ridership.	Fares/Fees/Parking Capital Budget
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon!? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don't like driving but don't have a choice after GM Clarke chose to make my commute more difficult than it needs to be. The metro fare is already high. We would appreciate keeping the price fixed for now. I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really beneficial to traveling the area and I hope there is a very great priority in maintaining high levels of service that are commensurate with the importance and size of this region. Even though it might not affect my traveling patterns, allowing metro to consistently and frequently run within poorer neighborhoods and to run early in the day and late in the evenings so that service industry people (not just 9-5 white collar workers) who take metro have the ability to do that is important to building a healthy city that is not prioritizing car ridership over much more sustainable Keeping frequency high is the key to maintaining ridership. We need more public transportation services not less if we really want to build a city that sees less and	Fares/Fees/Parking Capital Budget Bus Service
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon!? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don't like driving but don't have a choice after GM Clarke chose to make my commute more difficult than it needs to be. The metro fare is already high. We would appreciate keeping the price fixed for now. I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really beneficial to traveling the area and I hope there is a very great priority in maintaining high levels of service that are commensurate with the importance and size of this region. Even though it might not affect my traveling patterns, allowing metro to consistently and frequently run within poorer neighborhoods and to run early in the day and late in the evenings so that service industry people (not just 9-5 white collar workers) who take metro have the ability to do that is important to building a healthy city that is not priorizing car ridership over much more sustainable Keeping frequency high is the key to maintaining ridership.	Fares/Fees/Parking Capital Budget Bus Service
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon!? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don't like driving but don?t have a choice after GM Clarke chose to make my commute more difficult than it needs to be. The metro fare is already high. We would appreciate keeping the price fixed for now. I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really beneficial to traveling the area and I hope there is a very great priority in maintaining high levels of service that are commensurate with the importance and size of this region. Even though It might not affect my traveling patterns, allowing metro to consistently and frequently run within poorer neighborhoods and to run early in the day and late in the evenings so that service industry people (not just 9-5 white collar workers) who take metro have the ability to do that is important to building a healthy city that is not prioritizing car ridership over much more sustainable Keeping frequency high is the key to maintaining ridership. We need more public transportations services not less if we really want to build a city that sees less and less car activity. If buses and metrorail were more frequent, combined with more restrictions on cars /	Fares/Fees/Parking Capital Budget Bus Service Bus Service
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon!? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don't like driving but don't have a choice after GM Clarke chose to make my commute more difficult than it needs to be. The metro fare is already high. We would appreciate keeping the price fixed for now. I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really beneficial to traveling the area and I hope there is a very great priority in maintaining high levels of service that are commensurate with the importance and size of this region. Even though it might not affect my traveling patterns, allowing metro to consistently and frequently run within poorer neighborhoods and to run early in the day and late in the evenings so that service industry people (not just 9-5 white collar workers) who take metro have the ability to do that is important to building a healthy city that is not prioritizing car ridership over much more sustainable Keeping frequency high is the key to maintaining ridership. We need more public transportation services not less if we really want to build a city that sees less and less car activity. If buses and metrorail were more frequent, combined with more restrictions on cars / traffic into the city, we could move towards a more sustainable future. As a non-car family, we rely on the 62 bus on weekends to get to Georgia Ave for shopping, the metro and other buses. Stopping services on routes like that really hinders mobility around the city.	Fares/Fees/Parking Capital Budget Bus Service
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon? Is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don?t like driving but don?t have a choice after GM Clarke chose to make my commute more difficult than it needs to be. The metro fare is already high. We would appreciate keeping the price fixed for now. I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really beneficial to traveling the area and I hope there is a very great priority in maintaining high levels of service that are commensurate with the importance and size of this region. Even though it might not affect my traveling patterns, allowing metro to consistently and frequently run within poorer neighborhoods and to run early in the day and late in the evenings so that service industry people (not just 9-5 white collar workers) who take metro have the ability to do that is important to building a healthy city that is not prioritizing car ridership over much more sustainable Keeping frequency high is the key to maintaining ridership. We need more public transportation services not less if we really want to build a city that sees less and less car activity. If buses and metrorail were more frequent, combined with more restrictions on cars / traffic into the city, we could move towards a more sustainable future. As a non-car family, we rely on the 62 bus on weekends to get to Georgia Ave for shopping, the metro and other buses. Stopping services on routes like that really hinders mobility around the city. We?re not getting paid enough to keep up with the constant increase in price. And rail and bus service	Fares/Fees/Parking Capital Budget Bus Service Bus Service
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon!? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don't like driving but don't have a choice after GM Clarke chose to make my commute more difficult than it needs to be. The metro fare is already high. We would appreciate keeping the price fixed for now. I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really beneficial to traveling the area and I hope there is a very great priority in maintaining high levels of service that are commensurate with the importance and size of this region. Even though it might not affect my traveling patterns, allowing metro to consistently and frequently run within poorer neighborhoods and to run early in the day and late in the evenings so that service industry people (not just 9-5 white collar workers) who take metro have the ability to do that is important to building a healthy city that is not priorizing car ridership over much more sustainable Keeping frequency high is the key to maintaining ridership. We need more public transportation services not less if we really want to build a city that sees less and less car activity. If buses and metrorail were more frequent, combined with more restrictions on cars / traffic into the city, we could move towards a more sustainable future. As a non-car family, we rely on the 62 bus on weekends to get to Georgia Ave for shopping, the metro and other buses. Stopping services on routes like that really hinders mobility around the city. We?re not getting paid enough to keep up with the constant increase in price. And rail and bus service cuts after 12am and at stops like Silver Spring make travel around the DMV partic	Fares/Fees/Parking Capital Budget Bus Service Bus Service
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon? Is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don?t like driving but don?t have a choice after GM Clarke chose to make my commute more difficult than it needs to be. The metro fare is already high. We would appreciate keeping the price fixed for now. I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really beneficial to traveling the area and I hope there is a very great priority in maintaining high levels of service that are commensurate with the importance and size of this region. Even though it might not affect my traveling patterns, allowing metro to consistently and frequently run within poorer neighborhoods and to run early in the day and late in the evenings so that service industry people (not just 9-5 white collar workers) who take metro have the ability to do that is important to building a healthy city that is not prioritizing car ridership over much more sustainable Keeping frequency high is the key to maintaining ridership. We need more public transportation services not less if we really want to build a city that sees less and less car activity. If buses and metrorail were more frequent, combined with more restrictions on cars / traffic into the city, we could move towards a more sustainable future. As a non-car family, we rely on the 62 bus on weekends to get to Georgia Ave for shopping, the metro and other buses. Stopping services on routes like that really hinders mobility around the city. We?re not getting paid enough to keep up with the constant increase in price. And rail and bus service	Fares/Fees/Parking Capital Budget Bus Service Bus Service
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon1? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don't like driving but don't have a choice after GM Clarke chose to make my commute more difficult than it needs to be. The metro fare is already high. We would appreciate keeping the price fixed for now. I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really beneficial to traveling the area and I hope there is a very great priority in maintaining high levels of service that are commensurate with the importance and size of this region. Even though it might not affect my traveling patterns, allowing metro to consistently and frequently run within poorer neighborhoods and to run early in the day and late in the evenings so that service industry people (not just 9-5 white collar workers) who take metro have the ability to do that is important to building a healthy city that is not prioritizing car ridership over much more sustainable Keeping frequency high is the key to maintaining ridership. We need more public transportation services not less if we really want to build a city that sees less and less car activity. If buses and metrorail were more frequent, combined with more carfamily, we rely on the 62 bus on weekends to get to Georgia Ave for shopping, the metro and other buses. Stopping services on routes like that really hinders mobility around the city. We?re not getting paid enough to keep up with the constant increase in price. And rail and bus service cuts after 12am and at stops like Silver Spring make travel around the DWy particularly difficult. Focus on actually taking action on fare jumping fines more because I see it happen da	Fares/Fees/Parking Capital Budget Bus Service Bus Service Bus Service
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon!? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don't like driving but don't have a choice after GM Clarke chose to make my commute more difficult than it needs to be. The metro fare is already high. We would appreciate keeping the price fixed for now. I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really beneficial to traveling the area and I hope there is a very great priority in maintaining high levels of service that are commensurate with the importance and size of this region. Even though it might not affect my traveling patterns, allowing metro to consistently and frequently run within poorer neighborhoods and to run early in the day and late in the evenings so that service industry people (not just 9-5 white collar workers) who take metro have the ability to do that is important to building a healthy city that is not prioritizing car ridership. We need more public transportation services not less if we really want to build a city that sees less and less car activity. If buses and metrorail were more frequent, combined with more restrictions on cars / traffic into the city, we could move towards a more sustainable future. As a non-car family, we rely on the 62 bus on weekends to get to Georgia Ave for shopping, the metro and other buses. Stopping services on routes like that really hinders mobility around the city. We?re not getting paid enough to keep up with the constant increase in price. And rail and bus service cuts after 12am and at stops like Silver Spring make travel around the DMV particularly difficult. Focus on actually taking action on fare jumping fines more because	Fares/Fees/Parking Capital Budget Bus Service Bus Service Bus Service
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon!? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don't like driving but don't have a choice after GM Clarke chose to make my commute more difficult than it needs to be. The metro fare is already high. We would appreciate keeping the price fixed for now. I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really beneficial to traveling the area and I hope there is a very great priority in maintaining high levels of service that are commensurate with the importance and size of this region. Even though it might not affect my traveling patterns, allowing metro to consistently and frequently run within poorer neighborhoods and to run early in the day and late in the evenings so that service industry people (not just 9-5 white collar workers) who take metro have the ability to do that is important to building a healthy city that is not prioritizing car ridership over much more sustainable Keeping frequency high is the key to maintaining ridership. We need more public transportation services not less if we really want to build a city that sees less and less car activity. If buses and metrorail were more frequent, combined with more restrictions on cars / traffic into the city, we could move towards a more sustainable future. As a non-car family, we rely on the 62 bus on weekends to get to Georgia Ave for shopping, the metro and other buses. Stopping services on routes like that really hinders mobility around the city. We?re not getting paid enough to keep up with the constant increase in price. And rail and bus service cuts after 12am and at stops like Silver Spring make travel around the DMV part	Fares/Fees/Parking Capital Budget Bus Service Bus Service Bus Service Bus Service
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon!? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don't like driving but don?t have a choice after GM Clarke chose to make my commute more difficult than it needs to be. The metro fare is already high. We would appreciate keeping the price fixed for now. I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really beneficial to traveling the area and I hope there is a very great priority in maintaining high levels of service that are commensurate with the importance and size of this region. Even though it might not affect my traveling patterns, allowing metro to consistently and frequently run within poorer neighborhoods and to run early in the day and late in the evenings so that service industry people (not just 9-5 white collar workers) who take metro have the ability to do that is important to building a healthy city that is not prioritizing car ridership over much more sustainable keeping frequency high is the key to maintaining ridership. We need more public transportation services not less if we really want to build a city that sees less and less car activity. If buses and metrorail were more frequent, combined with more restrictions on cars / traffic into the city, we could move towards a more sustainable future. As a non-car family, we rely on the 62 bus on weekends to get to Georgia Ave for shopping, the metro and other buses. Stopping services on routes like that really hinders mobility around the city. We?re not getting paid enough to keep up with the constant increase in price. And rail and bus service cuts after 12am and at stops like Silver Spring make travel around the DMV part	Fares/Fees/Parking Capital Budget Bus Service Bus Service Bus Service
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon!? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don't like driving but don't have a choice after GM Clarke chose to make my commute more difficult than it needs to be. The metro fare is already high. We would appreciate keeping the price fixed for now. I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really beneficial to traveling the area and I hope there is a very great priority in maintaining high levels of service that are commensurate with the importance and size of this region. Even though it might not affect my traveling patterns, allowing metro to consistently and frequently run within poorer neighborhoods and to run early in the day and late in the evenings so that service industry people (not just 9-5 white collar workers) who take metro have the ability to do that is important to building a healthy city that is not prioritizing car ridership over much more sustainable Keeping frequency high is the key to maintaining ridership. We need more public transportation services not less if we really want to build a city that sees less and less car activity. If buses and metrorail were more frequent, combined with more restrictions on cars / traffic into the city, we could move towards a more sustainable future. As a non-car family, we rely on the 62 bus on weekends to get to Georgia Ave for shopping, the metro and other buses. Stopping services on routes like that really hinders mobility around the city. We?re not getting paid enough to keep up with the constant increase in price. And rail and bus service cuts after 12am and at stops like Silver Spring make travel around the DMV part	Fares/Fees/Parking Capital Budget Bus Service Bus Service Bus Service Bus Service
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon!? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don't like driving but don't have a choice after GM Clarke chose to make my commute more difficult than it needs to be. The metro fare is already high. We would appreciate keeping the price fixed for now. I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really beneficial to traveling the area and I hope there is a very great priority in maintaining high levels of service that are commensurate with the importance and size of this region. Even though it might not affect my traveling patterns, allowing metro to consistently and frequently run within poorer neighborhoods and to run early in the day and late in the evenings so that service industry people (not just 9-5 white collar workers) who take metro have the ability to do that is important to building a healthy city that is not priorizing car ridership over much more sustainable Keeping frequency high is the key to maintaining ridership. We need more public transportation services not less if we really want to build a city that sees less and less car activity. If buses and metrorail were more frequent, combined with more restrictions on cars / traffic into the city, we could move towards a more sustainable future. As a non-car family, we rely on the 62 bus on weekends to get to Georgia Ave for shopping, the metro and other buses. Stopping services on routes like that really hinders mobility around the city. We?re not getting paid enough to keep up with the constant increase in price. And rail and bus service cuts after 12am and at stops like Silver Spring make travel around the DMV partic	Fares/Fees/Parking Capital Budget Bus Service Bus Service Bus Service Rail Service Rail Service
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon1? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don't like driving but don't have a choice after GM Clarke chose to make my commute more difficult than it needs to be. The metro fare is already high. We would appreciate keeping the price fixed for now. I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really beneficial to traveling the area and I hope there is a very great priority in maintaining high levels of service that are commensurate with the importance and size of this region. Even though it might not affect my traveling patterns, allowing metro to consistently and frequently run within poorer neighborhoods and to run early in the day and late in the evenings so that service industry people (not just 9-5 white collar workers) who take metro have the ability to do that is important to building a healthy city that is not prioritizing car ridership over much more sustainable Keeping frequency high is the key to maintaining ridership. We need more public transportation services not less if we really want to build a city that sees less and less car activity. If buses and metrorail were more frequent, combined with more restrictions on cars / traffic into the city, we could move towards a more sustainable future. As a non-car family, we rely on the 62 bus on weekends to get to Georgia Ave for shopping, the metro and other buses. Stopping services on routes like that really hinders mobility around the city. We?re not getting paid enough to keep up with the constant increase in price. And rail and bus service cuts after 12am and at stops like Silver Spring make travel around the DMV part	Fares/Fees/Parking Capital Budget Bus Service Bus Service Bus Service Rail Service
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon!? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don't like driving but don't have a choice after GM Clarke chose to make my commute more difficult than it needs to be. The metro fare is already high. We would appreciate keeping the price fixed for now. I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really beneficial to traveling the area and I hope there is a very great priority in maintaining high levels of service that are commensurate with the importance and size of this region. Even though it might not affect my traveling patterns, allowing metro to consistently and frequently run within poorer neighborhoods and to run early in the day and late in the evenings so that service industry people (not just 9-5 white collar workers) who take metro have the ability to do that is important to building a healthy city that is not prioritizing car ridership over much more sustainable Keeping frequency high is the key to maintaining ridership. We need more public transportation services not less if we really want to build a city that sees less and less car activity. If buses and metrorail were more frequent, combined with more restrictions on cars / traffic into the city, we could move towards a more sustainable future. As a non-car family, we rely on the 62 bus on weekends to get to Georgia Ave for shopping, the metro and other buses. Stopping services on routes like that really hinders mobility around the city. We?re not getting paid enough to keep up with the constant increase in price. And rail and bus service cuts after 12am and at stops like Silver Spring make travel around the DMV part	Fares/Fees/Parking Capital Budget Bus Service Bus Service Bus Service Bus Service Rail Service Qperating Budget, Management and Spending
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon!? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don't like driving but don't have a choice after GM Clarke chose to make my commute more difficult than it needs to be. The metro fare is already high. We would appreciate keeping the price fixed for now. I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really beneficial to traveling the area and I hope there is a very great priority in maintaining high levels of service that are commensurate with the importance and size of this region. Even though it might not affect my traveling patterns, allowing metro to consistently and frequently run within poorer neighborhoods and to run early in the day and late in the evenings so that service industry people (not just 9-5 white collar workers) who take metro have the ability to do that is important to building a healthy city that is not prioritizing car ridership over much more sustainable Keeping frequency high is the key to maintaining ridership. We need more public transportation services not less if we really want to build a city that sees less and less car activity. If buses and metrorail were more frequent, combined with more restrictions on cars / traffic into the city, we could move towards a more sustainable future. As a non-car family, we rely on the 62 bus on weekends to get to Georgia Ave for shopping, the metro and other buses. Stopping services on routes like that really hinders mobility around the city. We?re not getting paid enough to keep up with the constant increase in price. And rail and bus service cuts after 12am and at stops like Silver Spring make travel around the DW parti	Fares/Fees/Parking Capital Budget Bus Service Bus Service Bus Service Bus Service Rail Service Qperating Budget, Management and Spending
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon!? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don't like driving but don't have a choice after GM Clarke chose to make my commute more difficult than it needs to be. The metro fare is already high. We would appreciate keeping the price fixed for now. I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really beneficial to traveling the area and I hope there is a very great priority in maintaining high levels of service that are commensurate with the importance and size of this region. Even though it might not affect my traveling patterns, allowing metro to consistently and frequently run within poorer neighborhoods and to run early in the day and late in the evenings so that service industry people (not just 9-5 white collar workers) who take metro have the ability to do that is important to building a healthy city that is not prioritizing car ridership over much more sustainable Keeping frequency high is the key to maintaining ridership. We need more public transportation services not less if we really want to build a city that sees less and less car activity. If buses and metrorail were more frequent, combined with more restrictions on cars / traffic into the city, we could move towards a more sustainable future. As a non-car family, we rely on the 62 bus on weekends to get to Georgia Ave for shopping, the metro and other buses. Stopping services on routes like that really hinders mobility around the city. We?re not getting paid enough to keep up with the constant increase in price. And rail and bus service cuts after 12am and at stops like Silver Spring make travel around the DMV part	Fares/Fees/Parking Capital Budget Bus Service Bus Service Bus Service Bus Service Rail Service Qperating Budget, Management and Spending
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at Mt. Vernon!? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don't like driving but don?t have a choice after GM Clarke chose to make my commute more difficult than it needs to be. The metro fare is already high. We would appreciate keeping the price fixed for now. I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really beneficial to traveling the area and I hope there is a very great priority in maintaining high levels of service that are commensurate with the importance and size of this region. Even though it might not affect my traveling patterns, allowing metro to consistently and frequently run within poorer neighborhoods and to run early in the day and late in the evenings so that service industry people (not just 9-5 white collar workers) who take metro have the ability to do that is important to building a healthy city that is not prioritizing car ridership over much more sustainable keeping frequency high is the key to maintaining ridership. We need more public transportation services not less if we really want to build a city that sees less and less car activity. If buses and metrorail were more frequent, combined with more restrictions on cars / traffic into the city, we could move towards a more sustainable future. As a non-car family, we rely on the 62 bus on weekends to get to Georgia Ave for shopping, the metro and other buses. Stopping services on routes like that really hinders mobility around the city. We?re not getting paid enough to keep up with the constant increase in price. And rail and bus service cust after 12am and at stops like Silver Spring make travel around the DMV part	Fares/Fees/Parking Capital Budget Bus Service Bus Service Bus Service Rail Service Qperating Budget, Management and Spending Bus Service
arguments of privileging stations with low ridership and high fare evasion rates on the green line are nonsensical and an insult to riders who actually pay their fare. ?But you can transfer from green at ML. Vernon!? is also nonsensical and shows that GM Clarke has no clue what it?s like trying to travel with a young child and three suitcases. I don't like driving but don't have a choice after GM Clarke chose to make my commute more difficult than it needs to be. The metro fare is already high. We would appreciate keeping the price fixed for now. I understand the trade-offs and hardships WMATA is going through without a dedicated recurring funding stream. However, the generally recent service increases on Metrorail have been really beneficial to traveling the area and I hope there is a very great priority in maintaining high levels of service that are commensurate with the importance and size of this region. Even though it might not affect my traveling patterns, allowing metro to consistently and frequently run within poorer neighborhoods and to run early in the day and late in the evenings so that service industry people (not just 9-5 white collar workers) who take metro have the ability to do that is important to building a healthy city that is not prioritzing car ridership over much more sustainable Keeping frequency high is the key to maintaining ridership. We need more public transportation services not less if we really want to build a city that sees less and less car activity. If buses and metrorail were more frequent, combined with more restrictions on cars / traffic into the city, we could move towards a more sustainable future. As a non-car family, we rely on the 62 bus on weekends to get to Georgia Ave for shopping, the metro and other buses. Stopping services on routes like that really hinders mobility around the city. We?re not getting paid enough to keep up with the constant increase in price. And rail and bus service cuts after 12am and at stops like Silver Spring make travel around the DMV parti	Fares/Fees/Parking Capital Budget Bus Service Bus Service Bus Service Rail Service Qperating Budget, Management and Spending Bus Service

Comment Cat I think it is ill-advised to reduce metro and bus access and schedules in any way in the DC metro area. Montgomery County is strongly encouraging and supporting the redevelopment and rezoning of neighborhoods around metro stops to provide additional housing options for DC Metro residents. At	ategory
Montgomery County is strongly encouraging and supporting the redevelopment and rezoning of	
neighborhoods around metro stops to provide additional housing options for DC Metro residents. At	
the same time, it is also waiving parking requirements in the redeveloped areas and downplaying the	
additional traffic that is projected from the redevelopment by pointing to and relying on the current	
public transportation options WMATA offers. If WMATA cuts train and bus schedules and eliminates	
certain bus routes and closes certain metro stations, the current traffic situation in DC (which was	
	is Service
Best way to make cuts are probably the turn backs, last thing I want cut is stations and service, then	re Funcies (Celety (Crises
operating time, then quality/safety of ride, but turn backs are ok on the red and silver line Fare Half of the people boarding the bus (96, 33) do not pay. They just walk on. Also, unmodified fairgates	re Evasion/Safety/Crime
	is Service
I use the 96 bus frequently and many others I know do as well. Of all the changes you are proposing,	
cutting the 96 would be by far the most detrimental to me. It is a crucial line for getting across the city. Bus	s Sanira
Raise prices, not cut service. Above all, CRACK DOWN ON FARE EVASION. I live in Virginia and strongly	S Scivice
support WMATA funding. However, I do not support another dime going to WMATA until fare evasion	
is drastically reduced system wide, but especially in DC. It is not fair that we have tougher enforcement	
	is Service
Metro is incredibly important to keep working class people moving around the city. Cuts to service will	
drastically impact people far more than a .50 increase in fares. 20 minutes of someone's time is well	
worth a dollar. Fare	res/Fees/Parking
I really hope it doesn't come to this and MD and VA come to their senses. But in a scenario where this	
budget has to be the limit I'm actually pleasantly surprised by the idea of closing lower ridership Ope	perating Budget, Management and Spending
It is wild to me that the nation?s capital has such defunct public transit. Putting the burden on riders to	
make your budget while other cities run transit with flat fees, 24 hours service, and more stations is	
unacceptable. This region is based on commuters and these proposed changes will just make horrific	
traffic that much worse. The city should make significant investments WITHOUT burdening riders or	
	perating Budget, Management and Spending
	re Evasion/Safety/Crime
	iscellaneous
There needs to be more MEtro Transit Police at bus stops. I ride the bus daily and there are very, very	
few(and getting to be less and less) people paying. Most people don't even think of paying. If there	
were Police at the bus stops making sure they paid before getting on the bus, you could shorten the	
budget. I have never seen anyone enforce payment since COVID on the buses. You have installed	
barriers at Metrorail stations but continue to do nothing about all the people riding the buses without	
paying. I have an option on two bus routes each day and it is the same on both buses where people	
dont even stop anymore. Drivers don't want to be put in that situation to have to tell them to pay. Me	
and a friend counted 20 people getting on the bus last week without paying while going 10 stopsIt	
	perating Budget, Management and Spending
Metro's service to the region is fundamental, and cuts to service will negatively impact life across the	
board, but especially lower income residents whose work often starts before and ends after the normal 9-5 work day.	il Can ian
Please don?t eliminate the D6! This is the only public transportation option to get from my	il Service
	is Service
Wash Metro needs to increase public transportation options not decrease. In particular they should	
support areas where Metro has not built a Metro stop or line. For example Georgetown, Burleth,	
Glover Park. We need to make our city more accessible and reduce car usage. More pedestrian friendly	
streets and more bus lanes to increase usage. A bus every 30 mins? Honestly who would be able to rely	
on that service for work or play or anything? Late night service? How are late shift workers going to get	
	is Service
I ride metro every day to commute and as my main transit on the weekends (I do not have a car). I am	
a federal employee so weekly commuting costs are absorbed by the federal government and fare	
changes would be too. From my perspective, metro fares are low especially compared to other urban	
areas (New York), that being said, keeping ridership is important. I think its also important that lines	
and hours remain open, particularly so that workers earning less can get to their jobs no matter the	
time. And as we try to transition from such a car intensive city I think its important that we keep as	
much of the infrastructure up and running as possible, even if that means higher fares. I am also	
curious as to when the last fare increase was, from my memory feels like its been a base rate of \$2	
	res/Fees/Parking
	is Service
I use the red line to get to/from work 4-5 days a week, and it's been super convenient to know that my	
wait til will rarely be more than 5 minutes. I have two kids in daycare and on days when I need to pick them up, I need to know I will be able to make it in time before daycare closes. Significantly increasing	
the time between trains would make it much harder for me to get my kids on time, meaning I'd likely	
	il Service
Parking costs should increase in a percentage equivalent or greater than rail ticket costs. Public Transit	
users should not be subsidizing the cost of parking for drivers. Ideally, land currently used for parking	
	res/Fees/Parking
For the elderly and disabled, please dear Jesus do not reduce services that are vital to access the	· · ·
community. Increase the fare 900% but keep services operating ESPECIALLY ON WEEKENDS when the	
	res/Fees/Parking
Cutting routes and increasing fares is the number way to decrease ridership. Take a page out of nyc?s	-
	is Service
This city really needs Metrobus and Metrorail to maintain its quality of a world-class city. DDOT has	
been reducing lanes and parking which makes driving difficult and time consuming for a small city.	
Public transit is a core feature to what makes this city a desirable place to live. Bus	is Service
I use the S9, S2, 32, 36, and G2 buses on an almost daily basis, and if my service were cut off I would	
likely need to buy a car, which is exactly counter to what the DC government should've incentivizing. I	
am outraged that these changes are even being considered. Raise my taxes instead!!! As a hill staffer	
living in the U Street corridor, the buses are one of the only ways to get to work reliably. Additionally,	
	is Service
Focus more on reliability and frequency of KEY ROUTES to build healthy dependence on the system	
instead of trying to serve so many people with middling service. People will choose public transit when	
	is Service
I took note of the service cuts that bridge the gap between Takoma and Ft. Totten or Takoma and	
Petworth stations. I live in Manor Park and our family uses the 62/63 and K2 to get to metro stations	
for school, work, and to access entertainment downtown. It would be a 20 min+ walk for our kids and	
the many others from Capital City PCS, Friendship PCS, Coolidge HS, and Paul MS to get to/from metro	
to their school without the bus lines. At a time when truancy is up, adding barrier to getting to school is	
irresponsible. I would happily pay increase in fee to keep bus lines that take kids to school open across	is Service

Controls and a second product of a prior to prio		
Sin upper provide your of your	Comment	Category
Alist La facilità bandia bandia bandia balanti and usiana alla risa des manues insues al des la facilità des la facilit		
and a set of the set o		Hare Evasion/Safety/Unime
Name base registing is brinned under and how an		Pail Service
Not appearance of the spectra groups group		
Out operations and the servers is prepared by the server is a prepared by the serve		Service Levels
Book production productin productin production production production production product		
Clic code is builting agenetic to genet agenet ag	strategic. Raise the price of 1 3 5 day passes. Standardize service to reduce number of trains. Please for	
spacing bagen. Spacing bagen. spacing bagen. <td< td=""><td></td><td>Fares/Fees/Parking</td></td<>		Fares/Fees/Parking
Since Lat. Work Lat. It populg a function in output to the source output		
Able Tensoretine source for the set of the s		
brier moet gester fanse at hould be berear like MC. Samt solver at hould be same with any built of the solution with provide the provide the same with any built of the solution with provide the prov		Bus Service
array basis devices out ton choses. Or spectrags starts the top, hay out hold be sing to the propose Conf. This and another propose of the propose of the propose Conf. This and another propose of the propose of the propose Conf. This and another propose of the propose of the propose Conf. This and another propose of the propose of the propose Conf. This and another propose of the propose of the propose Conf. This and another propose of the propose of the propose Conf. This and another propose of the propose of the propose Conf. This and another propose of the propose of the propose Conf. This and another propose of the propose of the propose Conf. This and another propose of the propose of the propose of the propose of the propose Conf. This and another propose of the propose of the propose of the propose Conf. This and another propose of the propose o		
Grander auser, Market processar, Market parket processar, Market perket processar, Market perket p		
This is all advances Operating Property This and Property Operating Propery		
Ait Instructions under stage 1 about 2 mit of the stage 1 monit of the stage 1 monitor of the stage 1	wizard move, Virginia should be paying more, or cut their service	Bus Service
sonie. In all net mill met mill met min has han, and met from hate to hove enquire transmer that is habited at mill the stream is the spin in addition of the spin to hove of the spin to hove and a weight of the spin to hove and a w	This is all absolutely ridiculous and garbage policy. The proposed budget is shameful!	Operating Budget, Management and Spending
hal Lat hubble & fer increae. Increaes in proteom of my diebo others are not in this passes and an experimental second and an exp		
sceners devi eff at controls in device on devi		
page be up a stand without be so real access in hangem has toog holdss, mys pacers in the frace days and straining parties aroue about both a stand with certain gines in the so reads of a straining parties aroue about both and strain of field to be the holds in the frace days and straining parties aroue about both a strain of field to be the holds in the frace days and the straining parties aroue about both a straining field to be the holds in the frace days and the straining parties aroue about both a straining field to be the holds in the holds in the frace days and the strain to field to be the holds in the holds in the holds in the holds in the frace days and the strain to field to be the holds in the holds in the holds in the holds in the frace days and the strain to field to be the holds in the holds in the holds in the holds in the holds in the frace days and the holds in the holds		
that sortic stage shall are stage has been autoined in framitatione to develope the stage shall are stage has been autoined to be shall are stage shall be stage has been at the stage shall be shal		
dine. Proof where proof is the sequencing train are more about to train a fee and the set in shore the set is shore and the set is shor		
Ger businely over any where proposition to your any where your any		Service Levels
mode efforts has a car. Dis Sorie Prescription Sorie Prescription Sorie Prescription Sorie Prescription Sorie Prescription Prescription		
Pieze provide transit to Great Fails, No. COMO, No. Confamily No. Confamily No.		Bus Service
We need to finit Use funding some how, metro is in and y working well again We call to Acailly fight fare acais on the how is to the how to don't pay. So fir. I how seen of the work is and the how is then to the how to don't pay. So fir. I how seen of the work is and the how is then to be how to don't pay. So fir. I how seen of the work is and the how is then to be how to don't pay. So fir. I how seen of the work is and the how is then to be how to don't pay. So fir. I how seen of the work is and the how is then to be how to don't pay. So fir. I how seen of the work is and the how is thow how is the how is thow is the how is the how is the how is the	Please provide transit to Great Falls, VA, Clifton, VA, Cox Farms in Centreville, VA, Great Falls National	
fighting fire exists might heb: Recisions/dely/Crime effectements all Microlineous effectements all Cell budget the exists of the region. Cell budget the exists of the exists of the region. Cell budget the exists of the exists of the region. Cell budget the exists of the exists of the region. Cell budget the exists of the exists of the region. Cell budget the exists of th		Rail Service
papelph notic ands and sauge mendale fines to flow should pape 50 fins have seen of the action of second S		
and control Fare Value Notification the set as studies distant. Meclanows The welcoms April a logget The welcoms April a logget the set as welcoms April a logget the welcoms April a logget		
These does does not work the a distance Macelianeous Development as Weed New power shart weed New power shart week not dispect for head of the shart week not dispect for head of thead of thead of thead of thead of t		Form Function (Cofeets (Coince
The welcome improvement at Marco base base notecable. I hope the funding puridictions realm Capital Mudget The orign reads to give myones to the region. Capital Mudget The orign reads to give myones to the region. Capital Mudget, Management and Spending One of Debus the relevant of the relevant is reads to relevant to the relevant of the rele		· · · · ·
he value that the gency brings to the region. In the region is whet makes (Co of all sudget for		Imacchaneous
The off your proposed solutions will dragoption table (insight your proposed solutions will dragoption table) Import table (insight your proposed solutions will dragoption table) A for of proposed solutions will dragoption table (insight your proposed solutions will dragoption table) Import table (insight your proposed solutions will dragoption table) A for of proposed solutions will dragoption table) Import table (insight your proposed solutions will dragoption table) A for of proposed solutions will dragoption table) Import table (insight your proposed solutions will dragoption table) A for of proposed solutions will dragoption table) Import table (insight your proposed solutions will dragoption table) A for of proposed solutions will dragoption table) Import table (insight your proposed solutions will dragoption table) A for of proposed solutions will dragoption table) Import table (insight your proposed solutions will dragoption table) A for of proposed solutions will drago		Capital Budget
grad clike, is wolf not be here if needed a care to jut get by. Boar car De built proseed bolicous will dispoportionately impact people il equiped to all alternative transportation. Boar car De built is negated to the SN externative Boar car De built is needed to the SN externative Boar car De built is needed to the SN externative Boar car De built is needed to the SN externative service would have a negative economic impact on the transportation for the Poor SN externation for the SN externative service would have a negative economic impact on the y and I's residents. Public transportation gen mixed in ways the origin alternative and the source and the provide service and the source and the provide service and the need to be supported provide service and the service and the provide service and the need to be supported provide service and the provide service and the provide service and the provide service and the need to be supported provide service and the provide service and the need to be supported provide service and the provide service and the provide service and the need to be supported provide service and the need to be supported provide service and the pr		
alterative transportation. Micellaneous description of the SP beak explores and into Northeast. There S is Service ACTIVAL bushine for connecting S and SM through downtoon and into Northeast. There S is Service ACTIVAL bushine for connecting S and SM through downtoon and into Northeast. There S is Service ACTIVAL bushine for connecting S and SM through downtoon and into Northeast. There S is Service ACTIVAL bushine for connecting S and SM through downtoon and into Northeast. There S is Service ACTIVAL Service Service Active S is Service ACTIVAL Service Active Service Active S is Service ACTIVAL Service Service Active S is Service ACTIVAL Service Active Service Activ		Operating Budget, Management and Spending
Do not can the bus line. It's important to the SW community. Bus Service Do not can the bus line. It's important to the SW community. Bus Service Do not can the SP is a SUTICAL Substite for connecting starts and cutting start substite in connecting starts. The start substite in connecting starts and starts in starts and starts. Public transportation is the line bus subscite in the start substite in connecting starts. Bus Service Substitu in connecting starts and starts. The SW community. Bus Service Bus Service Substitu in connecting starts and starts. Substitu in connecting starts. Bus Service Substitu in connecting starts and starts. Substitu in connecting starts. Bus Service Substitu in connecting starts. Substitu in connecting starts. Substitu in connecting starts. Substitu in connecting starts. Substitu in connecting starts. Substitu in connecting starts. Substitu in connecting starts. Substitu in connecting starts. Substitu in connecting starts. Substitu in connecting starts. Substitu in connecting starts. Substitu in connecting starts. Substitu in connecting starts. Substitu in connecting starts. Substitu in connecting starts. Substitu in connecting starts. Substitu in connecting starts. Substitu in connecting starts. Substitu in connecting star	I think some of your proposed solutions will disproportionately impact people ill equipped to find	
The P6 is 2 ATTICAL busine for connecting 52 and 54 through downtown and into Northest. There is no convenient singless at replacement for the F6. Plasse keep is in routed on some and the form of head of the F6. Plasse keep is in routed on some and the form of head of the F6. Plasse keep is in routed on some and the form of head of the F6. Plasse keep is in routed on some and the form of head of the F6. Plasse keep is in routed on some and the form of head of the F6. Plasse keep is the form of head of the F6. Plasse keep is the form of head of the F6. Plasse keep is in routed on some and the form of head of thead of the form of head of thead of the form of h		
no convenient single-seat registerement for the PE. Rease keep this routed in the origination of the Convenient solution of the C		Bus Service
At of opeger en/s heavly on public transportation for their livihoods. Increasing rates and cutting services would have an adjust economic impact on the dry and it's reidents. Public transportation shuld be payned by transport environments, and the adjust transport of the regard on the service adjust environments and we have period of the transport of the transport environments. Unit we adjust transport environments and we have period to have be transport environments. Unit we adjust the dry and the regard the period transport environments. Unit we adjust the dry and the regard transport environment and the regard transport environment. The regard transport environment and the regard transport environment and the regard transport environment. The regard transport environment and the regard transport environment and the regard transport environment and transport environment and transport environment enviro		
services would have a negative economic impact on the city and it's readients. Public transportation hold be for economic fee for DW readients so that courses can pay a different price. Public transportation should be supported by tappyer money and we have plenty of that money being misued in ways that don't serve all the popole. I know WMAA can't single handelty change the price. Public transported books rut the cost of an under because thou working class and not solers the thou of an under because thou working class and not solers the thou of an under because thou working class and not solers the thou of an under because thou working class and not work and mort of work on afford it would heley see the longer wait times as incomenient. Times are tangh and think raising rates in a city that needs to be supporting more of the working class in due to thou of the server the and and angerous. The fast fee for SW readerts as only bus line to downtown. The effect for SW readerts as only bus line to downtown. The effect for SW readerts as only bus line to downtown. The officient price transport and angerous the server the server that the effect for SW readerts as only bus line to downtown. The officient price transport and angerous the server that the effect for SW readerts as only bus line to downtown. Server the price transport and the server the server that the effect for SW readerts as only bus line to downtown. The officient price transport the transport the server that the effect for SW readerts as only bus the server that the effect for SW readerts as only bus the server that the effect for SW readerts as only bus the server that the effect for SW readerts as only bus the server that the end the server that the end that the server that the server that the end that the server that the end that the server that the end that the end that the end that the server that the end that that the end that that the end that that the en		Bus Service
should be free or chap. Maybe a discount fee for DW residents so that counts can pay a different price. Public transported by tangen genes perinely of that more perinely of tha		
pince. Tubic transportation should be supported by tappyer money and we have plenty of that money being misued in ways that don't serve all the people. I how WAIA can all subject handboy that method is the people to gum the terminals. I think we should be helping the working class and not solver to boots of the cost of how cost or the cost of an uber because thou rowninet. Times a transport of the working class and not cost to the cost of an uber because thou rowninet. Times and the termines to the weak and ford it would kelys eet be longer wait times as into weak and ford it would kelys eet be longer wait times as into working class and not time weak and adagerous. The last for for SW residents and adagerous the adagerous and the station managers at Dufort Cicle ignore the action and the termines. The station managers at Dufort Cicle ignore the action and the termines and the station analgers at Dufort Cicle ignore the action and the termines. The station managers at Dufort Cicle ignore the action and the termines at Dufort Cicle ignore the action and the termines at the station managers at Dufort Cicle ignore the action and the termines at the station managers at Dufort Cicle ignore the action and the termines of the station and the station		
but raising fees will only cause more people to jump the terminals. I think we should be helping the working class and not raising fees to be closer to the cost of an ober boase we than start of the last term times. Sholes who can afford it would likely see the longer wait times as not house are much fast on someweint. Times of toging to make this is a city that needs to be supporting more of the working class is just going to make this of ymore deperate and dangerous. Fareag fees times are all VGE problem, results in a significant loss of income, and yet you relute to properly address the issue. The station managers at DuPont Circle ignore the action and tell me they are foldided from thang any action. If you you are to close the company till. If you close the company the light to they you relute to properly address the issue. The station managers at DuPont Circle ignore the action and tell me they are foldided from thang any action. If you you are to close they you relute to properly address the issue. The station managers at DuPont Circle ignore the action and tell me they are foldided from thang any action. If you you are see Visatifyme to deal with those are foldided from to transportation in 2023 according to WMATA? Toekt of 2023 rap. As someone who does not have acting the station to the statistic to a from my home, escelially at night. If makes me fee is much affer having a bus option right in my neighborhood to get to and from popel will ay more from ore ralled and will externey to applic the station to a station statistic to approxem to properly adjing more. See this surgery out with away people and to the people will ay more from ore fonding. I understatift is and all metros fault but even now thanke the government support more funding. I understatift is and any people and to the see till of people using to get actions to fare prices. Micellaneous It this ki is a rall-ligh politic transportation is fare prices. Micellaneous It this ki is a rall-ligh politic ki station any appeople any to the bala sou		
working class and not raising frees to be closer to the cost of an uber because those are much faster too. The last set utimes slipped met in the forer or uber was when the next truin was not de for another 15 mittues. So those who can afford it would liekly see the longer wait times are incomenient. Times are toogh and timk rating rates in a city that needs to be supporting more of the working class is just on the for So those who can afford it would liekly see the longer wait times are incomenient. Times are toogh and timk registrates and dangerous. Fare gate widents and the fore toother, results in a significant toss of income, and vety our eflue to propely address that status. The status non anagers at Dubor Circle ingore the action and tell in the vet are forblidden from taking any action. If true, you are encouraging Li. If its not true, retrain the Managers at that staton. Or you tur be higher turnstly gands at all stations community. And community are forblidden from taking any action, if true, you are encouraging Li. If its not true, retrain the Managers at that staton. Or you tur be higher turnstly gends at all stations community. And community areas forblidgen from taking any action, the type trunstly waterfrom/them's and community. And the forb to forget accident to WMAHAT's best of 2023 app. As some one to design to the wes far., Irely on its on work to reas of Washington DC. It was my meet the government support more funding. Londerstand the not all may people can vote to have fare los mouse to fare holes meeting in gendem forth. By any people can vote to have fare a rely for who is now the not stating and evenue by decreasing verve. That will only reduce serve to that fare a rely for wes in some to fare prices. Fare and the forb in noggin down ways to get to down town and and to Histeet too is fare prices. Fare and the fare to the source of the not is any to an all west people can vote to have fare a rely for work and the maximg and evenue by toget in down and towe and the source of the not is ma	being misued in ways that don't serve all the people. I know WMATA can't single-handedly change that	
The last few times 1 skipped metro in favor or user was when the next train wasnt due for another 15 moreuses. Those who can afford true voliciely was traines as inconvenient. There are trained who can afford true voliciely as inconvenient. There are trained to the working class is just going to make this dry more desprete and dangerous. Fares/Fees/Parking Teag tate jumpes are altUGE problem from true, you are necouraging it. If it's not down town. Bus Service Fare gate jumpes are altUGE problem from true, you are necouraging it. If it's not true, retrain the true yare forbidden from bus fine to down town mangers at Due to true, retrain to als with to the set to true, train the true yare forbidden from you the higher true, you are necouraging it. If it's not down there, the sature to true, train the true, you are necouraging it. If it's not to deal with how the addition to got a set to the set to true the true was are soft valability for DL it was not to deal with how the set work areas of valability for DL it was not to deal with how the set work areas of valability for DL it was not to get alf to tho get taif to and from my home, especially at anglity on the set work areas of valability for DL it was not especially at anglity on the especial was anglity and from the set wey down that way people can vocto to we to be for the forb true, retrain the econny III Miss as and the metro. Retrained the true was the desting in diremany to many list it is also also way to patient and the econny III Miss as and the metro. Retrained the set wey down that way people can vocto to we to be in comparison to fare prices. Kee the set wey due that way people can vocto how the set wey to with a set way to get int down with the set wey to the the set wey to the set wey to get int down the set with people will app wey to be in comparison to fare prices. Kee the set wey the true to set the forb true price wey at with a set wey to get int down wey to get int down the set wey to the set wey to get into down the set wey to with a set w	but raising fees will only cause more people to jump the terminals. I think we should be helping the	
mintues. So those who can affed it would likely see the larger wait lines as inconvenient. Times are toging and think indigr rates in a city that needs to be supporting more of the working class is jut and the P6 for SV residents as only bus line to downtown. Pares/Feer/Parking Beed the P6 for SV residents as only bus line to downtown. Bus Service Fare gate jumpers are a HUGE problem, results in a significant loss of income, and vet your efue to properly address the issue. The station managers at Dubot Circle ignore the action and eff in the vet are forbidden from taking any action. If true, you are encouraging if. If it's not true, retrain the Munagers at that station. Or put up the higher turnstyle gards at al stations community, and community. The All Station or the HP1 It turly is a globend for the Sy waterford/HAM is community. All Station for up transportation is 202 according to WMAR's Yeb et 202 wet 200 wet		
tough and think raising rates in a city that needs to be supporting more of the working class is just Fares/Fees/Parking Need the P6 for SW residents as only bus line to downtown. Bus Service Sare gate jumpers are ATUGE problem, results in a significant loss of income, and yet your of the action and rell me they are forbidden from taking any action. If they, you are concurging is, if if if is not thue, retrain an angers at DuPont Circle ignore the action and rell me they are forbidden from taking any action. If they, you are concurging is, if if is not thue, retrain an adder with those are forbidden from for autig the main work areas of Washington DL It was ny most indee for the SW waterfrom/wharf community, and connects through so many areas, particularly through the main work areas of Washington DL It was ny most indee for the result of a significant loss of the signific		
going to make this city more desperate and angerous. Pares/Pees/Parking Need the P6 for SW residents a only bus line to downtown. Base Service Fare gate jumpers are a HUGE problem, results in a significant loss of income, and yet you refuse to properly address the sisse. The station managers at Downt Orck ignore the action and left in the key are a shuld station. If true, you are encouraging it. If it's not true, retrain the Managers at that station. Or put up the higher trunsyle guards at all stations already. Anough thet: Fares/Fees/Parking Fues/Bate Tumpers at that station. Or put up the higher trunsyle guards at all stations already. Fonogh thet: Fares/Fees/Parking Fues/Bate Tumpers at that station. True you are encouraging it. If it's not true, retrain the does not have a carry it was its on adfrom my home acces active station work ares of Washington DC. It was not to does not have acce, retraining the cenonnyllin. It's a second for the SW waterforthy/hard community, and connect the does not have acce, retraining the econonyllin. It's assess and for all work ares of Washington DC. It was not most the does not have acce is the station and form we pagetweil pany most the desense fuest high and revenue by decreasing service. That will only reduce service further. Bus Service Pares/Internet for thinging direstrati it's not all metros fault but even now it makes more sense to use Uber in comparison to fare prices. Miscellaneous 11/33/32/36. Thee two lines cond the statem Market van orther the officient and the sense it for the statem Market van orther and officient for the dires of Navy Tad. This is m main all office set If of Pares/Fees/Parking Service Elemeo		
Need the P6 for SW reidents as only bus line to downtown. Bus Service Fare gate jumpers are HUGE problem, results in a significant toss of income, and yet ur efuse to properly address the issue. The station managers at DuPont Cricle ignore the action and tell me they are forbidden from traking any action. If true, you are encouraging it. If it's not true, retrain the Managers at that station. Or put up the higher turnstyle guards at all stations already, frough theft. Fares/Fees/Parking RASE do not cut the P611 It truity is a godeend for the SW waterfrom/wharf community, and connects through so many areas, particularly through the main work areas of Washington DC. It was any most dides not thave a car, rety on it so much to get safely to and from my home, especially at right. It bas service as much safer hanging induces in my neighborhood to get to and from due and thave a car, rety on it so much to get safely to and from my home, especially at right. It bas service as much safer hanging induces in my neighborhood to get to and from due and thave a car, rety on it so much to get safely to and from my home, especially at right. It bas service as the government sing service. That would be terrible for hinging ridership to normal levels Bus Service The public transit needs to be funded more. Send this survey out with a way people can vote to have are are to use Uber in comparison to fare prices. Miscellaneous Miscellaneo		Earos/Eaos/Darking
Fare gate jumpers are a HUGE problem, results in a significant loss of income, and vet you refuse to properly address the issue. The station managers at DDPort Circle grows the action and tell me they are forbidden from taking any action. If true, you are encouraging it. If if's not true, retrain the Managers at that station. Or put up the higher turnstyle guards at all stations already. Enough the file. Fares/Fees/Parking PILEASE do not cut the Föll It truly is a godsen for the SW waterfoot/Wharf community, and connects indees not have as any structure of the sW waterfoot 2023? app. As someone who does not have a carr, Irely on its on work reas of Watshington DC. It was with statington DC. It was way most indees for base as price adding water and the set of the set o		
properly address the issue. The station managers at DuPont Circle ignore the action and tell me they are forbided in form taking any action. If true, you are encouraging if. If it's not true, retrain the Managers at that station. Or put up the higher turnstyle guards at all stations already. Enough them is a grant of the SW waterform (Namar Community) and connects through so many areas, particularly through the main work areas of Washington DC. It was my mone work dide not the PBI It truit) is a goddend for the SW waterform (Namar Community) and connects waters area (I key) is a godend for the SW waterform (Namar Community) and connect waters of Washington DC. It was my mone work dide not the PBI It truit) is a godend for the SW waterform (Namar Community) and connects waters area (I key) in it so much to get stelly to and from my home, especially at high. It was my mone such safe having a bus option right in my neighborhood to get to and from Multicot exercise (I key) and from my home, especially at high. It was my mone service further. People will pay more for more reliable metro. That will nolly reduce service further. People will pay more funding. I understand it's not tall metros fault but even now it makes the feas bus funding in understand it's not tall metros fault but even now it makes meter us bup of truinging ridership to normal levels way people can vote to have the government support more funding. I understand it's not tall metros fault but even now it makes the feas bub line configure is a set as the southern portions of 13/33/3/3/3/3/3/3/3/3/3/3/3/3/3/3/3/3/3		
Managers at that station. Or put up the higher turnstyle guards at all stations already. Enough them. Frees/Fees/Parking PLEASE do not cut the PGII It truly is a godsend for the SW waterfront/wharf community, and connects Frees/Fees/Parking PLEASE do not cut the PGII It truly is a godsend for the SW waterfront/wharf community, and connects Frees/Fees/Parking PLEASE do not cut the PGII It truly is a godsend for the SW waterfront/wharf community, and connects Frees/Fees/Parking Managers at that station. Or put up the ping the main work areas of Washington DC. It was my motet inding in my neighton boot do get to 2023 app. As someone who does not have a car, I rely on it so much tog et safely to and from my home, especially at night. It was prevented by terming the in my neightonhood to get to and from. Bus Service Do not close at JOpmII That's so awful and will extremely negatively impact the economy IIII Miselenous Miselenous Service us would be terrible for bringing ridership to normal levels Bus Service Bus Service Brought kanging the economy IIII Miselenous Miselenous Miselenous It hights in my neighten my neighten than yneighten than yneightenot than than than than than than than tha		
Managers at that station. Or put up the higher turnstyle guards at all stations already. Enough them. Frees/Fees/Parking PLEASE do not cut the PGII It truly is a godsend for the SW waterfront/wharf community, and connects Frees/Fees/Parking PLEASE do not cut the PGII It truly is a godsend for the SW waterfront/wharf community, and connects Frees/Fees/Parking PLEASE do not cut the PGII It truly is a godsend for the SW waterfront/wharf community, and connects Frees/Fees/Parking Managers at that station. Or put up the ping the main work areas of Washington DC. It was my motet inding in my neighton boot do get to 2023 app. As someone who does not have a car, I rely on it so much tog et safely to and from my home, especially at night. It was prevented by terming the in my neightonhood to get to and from. Bus Service Do not close at JOpmII That's so awful and will extremely negatively impact the economy IIII Miselenous Miselenous Service us would be terrible for bringing ridership to normal levels Bus Service Bus Service Brought kanging the economy IIII Miselenous Miselenous Miselenous It hights in my neighten my neighten than yneighten than yneightenot than than than than than than than tha		
PLEASE do not cut the PEII It truly is a godend for the SW waterfront/wharf community, and connects through so many areas, particularly through the main work areas of Washington DC. It was my most inden form of transportation in 2023 according to WMATA? Shest of 2023? app. As somene who does not have a car, I rely on it so much to get safely to and from my home, especially at hight. It makes me feel so much safe having a bus option right in my neighborhood to get to and from Do not close at 10pmII! That's so awful and will extremely negatively impart the economyIII Miscellaneous you cannot increase ridership and revenue by decreasing service. That will only reduce service further. Rall Service Bergle will pay more for more reliable metro. Rall Service Service cuts would be terrible for bringing ridership to normal levels Bus Service The public transportation in idend more. Sendit his survey out with a way people can vote to have are use uber in comparison to fare prices. Miscellaneous souther northes as well as to there so thav Yara. This is may main bus line and of then see it ful of people using to get across town. For those in Southwest, this also an easy way to get into downtown and to H Street. This is a vell as the souther nortions of 31/33/23/216. These two lines connect readity having the dup to the see it ful of people using to get across town. For those in Southwest, this a low and the service that wara for the price. Bus Service Eliminating or decreasing metro rall is a mistake. Budget cuts should start with buses	Managers at that station. Or put up the higher turnstyle guards at all stations already. Enough theft.	
through so many areas, particularly through the main work areas of Washington DC. It wan wy most ridden form of transportation in 2023 according to WMATA's 7best of 20237 app. As someone who does not have a car, I rely on it so much to get safely to and from my home, especially at night. It makes me feel so much safer having a bus option right in my neighborhood to get to and from boot close at DipmlIT That's so awful and will extremely negative comomyIII Miscellaneous you cannot increase ridership and revenue by decreasing service. That will only reduce service further. People will pay more for more reliable metro. Service cuts would be terrible for bringing ridership to normal levels the government support more funding. I understand it's not all metros faul but even now it makes more sense to use Uber in comparison to fare prices. Think it is a reliable metro. Subtern routes as well as to to tor off the entre P bus line as well as the southern portions of 13/33/23/23/6. These two lines connect residents in Southwest to Eastern Market via northern and southern routes as well as to the southers portion of thre for funding in understand it's notal in the orfin people using to get across town. For those in Southwest, it is also an easy way to get lind domtown and to 15 street. This is a critical connection and it's insane to me that WAIATA is considering getting rid roit compilety. To be compilety frank, if WAIAT does this it wuld be that all in the coffin which would cause me to leave DC. WAIAT algoes that it wuld be that all in the coffin resident in Southwest. Eliminating or decreasing metror ral is a mistake. Budget cuts should start with buses and fare increases should start with parking. Increasing the fare would most likely stop me from using the metro to commute to work. It's unfair increase the fare would most likely stop me from using the metro to commute to work. It's unfair increase the fare would most likely stop me from using the metro to commute to work. It's unfair increasite the fare would nost l		Fares/Fees/Parking
ridden form of transportation in 2023 according to WMATA?s ?best of 2023 ² app. As someone who does not have a car, lety on it so much to get safely to and from whome, especially at night. It makes me feel so much safet having a bus option right in my neighborhood to get to and from you cannot increase ridensing and revenue by decreasing service. That will only reduce service further People will pay more for more reliable metro. Service cuts would be terrible for bringing ridenship to normal levels For public transportation is peorle more reliable metro. Service cuts would be terrible for bringing ridenship to normal levels for public transportation is peorle more reliable metro. Service cuts would be terrible for bringing ridenship to normal levels for public transportation funding. I understand rk?s not all metros fault but even now it makes more sense to us buffer in comparison to fare prices. Lift his it is a really big mistake to cut off the entire P6 bus line as well as the southern portions of 31/33/32/36. These two lines connect residents in Southwest to Eastern Market via norther maid southern cutses as well as to there of 1 Nay Yard. This is my main bus line and 1 often see if full of people using to get across town. For those in Southwest, to is also an easy way to get into downtown and to H Street. This is a critical to sinsent on the that WMATA is considering getting rid of it completely. To be completely frank, if WMATA does this it would be the last anil in the coffin which would cutse me to leave DC. WMATA cannot go backwards. This plan would be a disaster for increase the fare would most likely stop me from using the metro to commute to work. It's unfair to registers in Southwest. Eliminating or decreasing metro rall is a mistake. Budget cuts should start with buses and fare increase should start with parking. Depublic transportation is generally excellent. Guid wes top the fare gates. And MD, then VA should get more service cut than DC and MD. Depublic transportation is generally excelle		
dees not have a car, I rely on it so much to get safely to and from my home, especially at night. It Bus Service makes me feel so much safer having a bus option right in my neighborhood to get to and from Bus Service Do not close at 10pm!!! That's so avful and will extremely negatively impact the economy!!!! Miscellaneous you cannot increase ridership and revenue by decreasing service. That will only reduce service further. Rail Service Beople will pay more for more reliable metro. Bus Service Service cuts would be terrible for bringing ridership to normal levels Bus Service It have it is a really big mistake to cut off the entire P6 bus line as well as the southern portions of 313/3/2/3. Miscellaneous 1 think it is a really big mistake to cut off the entire P6 bus line as well as the southern portions of a 10 ferne service Distom Market via northern and southern routes as well as to the res of Navy Yard. This is on easing vary to get int do known and to H Street. This is a critical connection and it's insane to me that WMATA is considering getting rider rider for bringing or decreasing metro rail is a mistake. Budget cuts should bat ath in the coffin which would cuse me to leave DC. WMATA cont og backwards. This plan would be a disaster for residemit in Southwest. Service Eliminating or decreasing metro rail is a mistake. Budget cuts should start with buses and fare increase to use when countles people vising to than off to marke to pary and just jump the fare gets. Fares/Fees/Parking Tareget service cuts based on juris		
makes me feel so much safer having a bus option right in my neighborhood to get to and from Bus Service Do not close at 10pmil! That's so avdiu and will extremely negatively impact the economy!!!! Miscellaneous you cannot increase indership and revenue by decreasing service. That will only reduce service further. Rail Service People will pay more for more reliable metro. Bus Service Service cuts would be terrible for bringing ridership to normal levels Bus Service The public transit needs to be funded more. Send this survey out with a way people can vote to have the government support more funding. I understand it 7s not all metros fault but even now it makes more sense to use Uber in comparison to fare prices. Miscellaneous 11 hink it is a really big mistake to cut off the entire P6 bus line as well as the southern portions of 13/33/23/23/56. These two lines connect residents in Southwest, it is also an easy way to get into downtown and to 1 Street. This is a critical connection and it's insane to me that WMATA is considering getting rid volten would cause me to leave DC. WMATA cannot go backwards. This plan would be a disater for residents in Southwest. Bus Service Eliminating or decreasing metro rail is a mistake. Budget cuts should start with buses and fare increase should start with parking. Operating Budget, Management and Spending Increasing the fare would most likely stop me from using the metro to commute to work. It's unfait to increase the fare when countless people refuse to pay and just jump the fare gates. Fares/Fees/Parking Target service cuts based on jurisdiciton. For example, if VA does not fund it's far share comp		
Do not close at 10pm!!! That's so awful and will extremely negatively impact the economy!!!! Miscellaneous You cannot increase ridership and revenue by decreasing service. That will only reduce service further. Rail Service Service cuts would be terrible for bringing ridership to normal levels Bus Service Bus decreasing ber for more funding. I understand it?s not all metros fault but even now it makes Bus Service more sense to use Uber in comparison to fare prices. Miscellaneous 11think it is a really big mistake to cut off the entire P6 bus line as well as the southern portions of Miscellaneous 31/33/32/36. These two lines connect residents in Southwest to Eastern Market via northern and Miscellaneous southern routes as well as to the rest of Navy Yard. This is my main bus line and i often see it full of Miscellaneous which would cause me to leave DC. MMATA cannot go backwards. This plan would be at disaster for Bus Service Buinating or decreasing metro rail is a mistake. Budget cuts should start with buses and fare increase is hould start with parking. Operating Budget, Management and Spending Operating Budget, Management and Spending Fares/Fees/Parking Target service cuts based on jurisdiction. For example, if VA does not fund its fair share compared to DC and MD, then VA should get more service cut than DC and MD. Bus Service De public transportation is generally excellent. Could we stop the fare-gat		Bus Service
you cannot increase ridership and revenue by decreasing service. That will only reduce service further. Rail Service Rail Serv		
People will pay more for more reliable metro. Rail Service Service cuts would be terrible for bringing ridership to normal levels Bus Service The public transit needs to be funded more. Send this survey out with a way people can vote to have the government support more funding. I understand it?s not all metros fault but even now it makes more sense to use Uber in comparison to fare prices. Miscellaneous Think it is a really big mistake to cut off the entire P6 bus line as well as the southern portions of 31/33/32/36. These two lines connect residents in Southwest to Eastern Market via northern and southern routes as well as to the rest of Navy Yard. This is my main bus line and I often see if full of people using to get across town. For those in Southwest, it is also an easy way to get into downtown and to H Street. This is a critical connection and it's insane to me that WMATA is considering getting rid of it completely frank, if WMATA does this it would be the last nail in the coffin which would cause me to leave DC. WMATA cannot go backwards. This plan would be a disaster for residents in Southwest. Bus Service Elliminating or decreasing metro rail is a mistake. Budget cuts should start with buses and fare increases the fare when countless people refuse to pay and just jump the fare gates. Operating Budget, Management and Spending Target service cuts based on jurisdiction. For example, if VA does not fund its firs hare compared to C and MD. Bus Service Dc public transportation is generally excellent. Could we stop the fare-gate jumpers as a way of cutting careful that service cuts do not push customers into further remote work or ridesharing. Bus Service <		
Service cuts would be terrible for bringing ridership to normal levels Bus Service The public transit needs to be funded more. Send this survey out with a way people can vote to have the government support more funding. I understand it?s not all metros fault but even now it makes more sense to use Uber in comparison to fare prices. Miscellaneous I think it is a really big mistake to cut off the entire P6 bus line as well as the southern portions of 31/3/33/23.7 These two lines connect residents in Southwest to Eastern Market via northern and southern routes as well as to the rest of Navy Yard. This is my main bus line and I often see it full of people using to get across town. For those in Southwest, It is also an easy way to get into downtown and to H Street. This is a critical connection and it's insane to me that WMATA is considering getting rid of it completely. To be completely frank, if WMATA does this it would be the last nail in the coffin which would cause me to leave DC. WMATA cannot go backwards. This plan would be a disaster residents in Southwest. Bus Service Eliminating or decreasing metro rail is a mistake. Budget cuts should start with buses and fare increases should start with parking. Operating Budget, Management and Spending Increasing the fare would most likely stop me from using the metro to commute to work. It's unfair to increase the fare when countless people refuse to pay and just jump the fare gates. Bus Service DC public transportation is generally excellent. Could we stop the fare-gate jumpers as a way of cutting costs? Bus Service Bus Service Please de careful that service cuts do not cut the 96 bus. East west lines are limited and this one is used		Rail Service
the government support more funding. I understand it?s not all metros fault but even now it makes more sense to use Uber in comparison to fare prices.MiscellaneousI think it is a really big mistake to cut off the entire P6 bus line as well as the southern portions of 31/3/3/3/3.6. These two lines connect residents in Southwest to Eastern Market via northern and southern routes as well as to the rest of Navy Yard. This is my main bus line and I often see it full of people using to get across town. For those in Southwest, it is also an easy way to get into downtown and to H Street. This is a critical connection and it's insane to me that WMATA is considering getting rof of it completely. To be completely frank, if WMATA does this it would be tals tani in the coffin which would cause me to leave DC. WMATA cannot go backwards. This plan would be a disaster for residents in Southwest.Bus ServiceEliminating or decreasing metro rail is a mistake. Budget cuts should start with buses and fare increases bould start with parking.Operating Budget, Management and SpendingIncreasing the fare would most likely stop me from using the metro to commute to work. It's unfair to rarget service cuts based on jurisdiction. For example, if VA does not fund its fair share compared to DC and MD, then VA should get more service cut than DC and MD.ServiceDC public transportation is generally excellent. Could wes top the fare-gate jumpers as a way of cutting costs?ServicePlease be careful that service cuts do not push customers into further remote work or ridesharing.ServicePlease do not cut the 96 bus. East west lines are limited and this one is used extensively by kids gettingService		
more sense to use Uber in comparison to fare prices.MiscellaneousIt think it is a really big mistake to cut off the entire P6 bus line as well as the southern portions of31/33/32/36. These two lines connect residents in Southwest to Eastern Market via northern andsouther routes as well as to the rest of Navy Yard. This is my main bus line and I often see it full ofpeople using to get across town. For those in Southwest, it is also an easy way to get into downtownand to H Street. This is a critical connection and it's insane to me that WMATA is considering getting ridoff it completely. To be completely frank, if WMATA does this it would be the last nail in the coffinwhich would cause me to leave DC. WMATA cannot go backwards. This plan would be a disaster forBus ServiceEliminating or decreasing metro rail is a mistake. Budget cuts should start with buses and fare increaseOperating Budget, Management and SpendingIncrease the fare whould most likely stop me from using the metro to commute to work. It's unfair tofares/Fees/ParkingTarget service cuts based on jurisdiction. For example, if VA does not fund its fair share compared to Cgus ServiceDC public transportation is generally excellent. Could we stop the fare-gate jumpers as a way of cuttinggas ServicePlease be careful that service cuts thos on typus cuttomers into further remote work or ridesharing.Bus ServicePlease do not cut the 96 bus. East west lines are limited and this one is used extensively by kids gettingBus Service		
I think it is a really big mistake to cut off the entire P6 bus line as well as the southern portions of 31/33/32/36. These two lines connect residents in Southwest to Eastern Market via northern and southern routes as well as to the rest of Navy Yard. This is my main bus line and I often see it full of people using to get across town. For those in Southwest, it is also an easy way to get into downtown and to H Street. This is a critical connection and it's insane to me that WMATA is considering getting rid of it completely. To be completely frank, if WMATA does this it would be the last nail in the coffin which would cause me to leave DC. WMATA cannot go backwards. This plan would be a disaster for residents in Southwest. Bus Service Eliminating or decreasing metro rail is a mistake. Budget cuts should start with buses and fare increases should start with parking. Increasing the fare would most likely stop me from using the metro to commute to work. It's unfair to increase the fare when countless people refuse to pay and just jump the fare gates. Target service cuts based on jurisdiction. For example, if VA does not fund its fair share compared to DC and MD. Hon VA should get more service cut than DC and MD. Bus Service DC public transportation is generally excellent. Could we stop the fare-gate jumpers as a way of cutting costs? Please be onot cut the 96 bus. East west lines are limited and this one is used extensively by kids getting		
31/33/32/36. These two lines connect residents in Southwest to Eastern Market via northern and southern routes as well as to the rest of Navy Yard. This is my main bus line and I often see it full of people using to get across town. For those in Southwest, it is also an easy way to get into downtown and to H Street. This is a critical connection and it's insane to me that WMATA is considering getting rid of it completely. To be completely frank, if WMATA does this it would be the last nail in the coffin which would cause me to leave DC. WMATA cannot go backwards. This plan would be a disaster for Bus Service residents in Southwest. Bus Service Eliminating or decreasing metro rail is a mistake. Budget cuts should start with buses and fare increases should start with parking. Increasing the fare would most likely stop me from using the metro to commute to work. It's unfair to increase the fare when countless people refuse to pay and just jump the fare gates. fares/Fees/Parking Target service cuts based on jurisdiction. For example, if VA does not fund its fair share compared to DC and MD. Bus Service DC public transportation is generally excellent. Could we stop the fare-gate jumpers as a way of cutting costs? fares/Fees/Parking Please be careful that service cuts has ext lines are limited and this one is used extensively by kids getting gus Service	· · · · ·	Miscellaneous
southern routes as well as to the rest of Navy Yard. This is my main bus line and I often see it full of people using to get across town. For those in Southwest, it is also an easy way to get into downtown and to H Street. This is a critical connection and it's insane to me that WMATA is considering getting rol it completely. To be completely frank, if WMATA does this it would be tha last nail in the coffin which would cause me to leave DC. WMATA cannot go backwards. This plan would be a disaster for residents in Southwest. Budget cuts should start with buses and fare increases blould start with parking. Departing Budget, Management and Spending Departing Budget, Management and Spending Target service cuts based on jurisdiction. For example, if VA does not fund its fair share compared to C and MD, then VA should get more service cut than DC and MD. Departing funders are away of cutting costs? Press/Parking Please be careful that service cuts do not push customers into further remote work or ridesharing. Bus Service Please do not cut the 96 bus. East west lines are limited and this one is used extensively by kids getting Please be careful that service cuts haved not push customers into further remote work or ridesharing. Bus Service Please be careful that service cuts the set on the push customers into further remote work or ridesharing. Bus Service Please be careful that service cuts the set on the push customers into further remote work or ridesharing. Bus Service Please be careful that service cuts than be the service to the set on the service ture should be the service ture the set on the service ture the service ture the set on the service ture the service ture the set on the service ture that bis one is used extensively by kids getting Please becareful that service cuts than be that much has no is used extensively by kids getting Please becareful that service ture the service ture than be than this one is used extensively by kids getting Please becareful that service cuts based on the ture the service cuts		
people using to get across town. For those in Southwest, it is also an easy way to get into downtown and to H Street. This is a critical connection and it's insane to me that WMATA is considering getting rid of it completely. To be completely frank, if WMATA does this it would be the last nail in the coffin residents in Southwest.Bus ServiceEliminating or decreasing metro rail is a mistake. Budget cuts should start with buses and fare increases should start with parking.Bus ServiceIncreasing the fare would most likely stop me from using the metro to commute to work. It's unfair to increase the fare when countless people refuse to pay and just jump the fare gates.Pares/Fees/ParkingTarget service cuts based on jurisdiction. For example, if VA does not fund its fair share compared to DC public transportation is generally excellent. Could we stop the fare-gate jumpers as a way of cutting costs?Bus ServicePlease be careful that service cuts those not push customers into further remote work or ridesharing.Bus ServicePlease be careful that service cuts the set usit lines are limited and this one is used extensively by kids getting.Bus ServicePlease be careful that service cuts than ot push customers into further remote work or ridesharing.Bus ServicePlease be careful that service cuts than ot push customers into further remote work or ridesharing.Bus ServicePlease be careful that service cuts thang and this one is used extensively by kids getting.Bus Service		
and to H Street. This is a critical connection and it's insane to me that WMATA is considering getting rid of it completely. To be completely frank, if WMATA does this it would be the last nail in the coffin which would cause me to leave DC. WMATA canot go backwards. This plan would be a disaster for residents in Southwest. Bus Service Eliminating or decreasing metro rail is a mistake. Budget cuts should start with buses and fare increases should start with parking. Operating Budget, Management and Spending Increasing the fare would most likely stop me from using the metro to commute to work. It's unfair to increase the fare would most likely stop me from using the metro to commute to work. It's unfair to increase the fare would get more service cut than DC and MD. Bus Service DC public transportation is generally excellent. Could we stop the fare-gate jumpers as a way of cutting costs? Please be careful that service cuts do not push customers into further remote work or ridesharing. Bus Service Please do not cut the 96 bus. East west lines are limited and this one is used extensively by kids getting Please be careful that service.		
of it completely. To be completely frank, if WMATA does this it would be the last nail in the coffin which would cause me to leave DC. WMATA cannot go backwards. This plan would be a disaster for residents in Southwest. Budget cuts should start with buses and fare increases should start with parking. Department of the fare would most likely stop me from using the metro to commute to work. It's unfair to increase the fare would most likely stop me from using the metro to commute to work. It's unfair to increase the fare would most likely stop me from using the metro to commute to work. It's unfair to increase the fare would most likely stop me from using the metro to commute to work. It's unfair to increase the fare would most likely stop me from using the metro to commute to work. It's unfair to increase the fare when countless people refuse to pay and just jump the fare gates. Target service cuts based on jurisdiction. For example, if VA does not fund its fair share compared to DC and MD, then VA should get more service cut than DC and MD. DC public transportation is generally excellent. Could we stop the fare-gate jumpers as a way of cutting costs? Please be careful that service cuts do not push customers into further remote work or ridesharing. Please do not cut the 96 bus. East west lines are limited and this one is used extensively by kids getting Please be careful that service cuts the service cuts then of the fare service used extensively by kids getting Please be careful that service cuts the 96 bus. East west lines are limited and this one is used extensively by kids getting Please be careful that service cuts the 96 bus. East west lines are limited and this one is used extensively by kids getting Please be careful that service cuts the 96 bus. East west lines are limited and this one is used extensively by kids getting Please be careful that service cuts the 96 bus. East west lines are limited and this one is used extensively by kids getting Please be careful that service cuts the 96 bus. East west li		
which would cause me to leave DC. WMATA cannot go backwards. This plan would be a disaster for residents in Southwest. Bus Service Eliminating or decreasing metro rail is a mistake. Budget cuts should start with buses and fare increases should start with parking. Operating Budget, Management and Spending Increasing the fare would most likely stop me from using the metro to commute to work. It's unfair to increase the fare when countless people refuse to pay and just jump the fare gates. Fares/Fees/Parking Target service cuts based on jurisdiction. For example, if VA does not fund its fair share compared to DC and MD, then VA should get more service cut than DC and MD. Bus Service DC public transportation is generally excellent. Could we stop the fare-gate jumpers as a way of cutting costs? Bus Service Please be careful that service cuts do not push customers into further remote work or ridesharing. Bus Service Please do ont cut the 96 bus. East west lines are limited and this one is used extensively by kids getting Bus Service		
residents in Southwest. Bus Service Eliminating or decreasing metro rail is a mistake. Budget cuts should start with buses and fare increasing the fare would most likely stop me from using the metro to commute to work. It's unfair to increase the fare when countless people refuse to pay and just jump the fare gates. Operating Budget, Management and Spending Target service cuts based on jurisdiction. For example, if VA does not fund its fair share compared to D Bus Service DC public transportation is generally excellent. Could we stop the fare-gate jumpers as a way of cutting costs? Bus Service Please be careful that service cuts tho ot push customers into further remote work or ridesharing. Bus Service Please do not cut the 96 bus. East west lines are limited and this one is used extensively by kids getting Bus Service		
should start with parking. Operating Budget, Management and Spending Increasing the fare would most likely stop me from using the metro to commute to work. It's unfair to increase the fare when countless people refuse to pay and just jump the fare gates. Fares/Fees/Parking Target service cuts based on jurisdiction. For example, if VA does not fund its fair share compared to DC and MD. Bus Service DC public transportation is generally excellent. Could we stop the fare-gate jumpers as a way of cutting costs? Fares/Fees/Parking Please do not cut the 96 bus. East west lines are limited and this one is used extensively by kids getting Bus Service	residents in Southwest.	Bus Service
Increasing the fare would most likely stop me from using the metro to commute to work. It's unfair to increase the fare when countless people refuse to pay and just jump the fare gates. Fares/Fees/Parking Target service cuts based on jurisdiction. For example, if VA does not fund its fair share compared to DC and MD. Bus Service DC public transportation is generally excellent. Could we stop the fare-gate jumpers as a way of cutting costs? Fees/Parking Fares/Fees/Parking Fares/Fees/Pa		
increase the fare when countless people refuse to pay and just jump the fare gates. Fares/Fees/Parking Target service cuts based on jurisdiction. For example, if VA does not fund its fair share compared to DC and MD, then VA should get more service cut than DC and MD. Bus Service DC public transportation is generally excellent. Could we stop the fare-gate jumpers as a way of cutting costs? Fares/Fees/Parking Please be careful that service cuts do not push customers into further remote work or ridesharing. Please do not cut the 96 bus. East west lines are limited and this one is used extensively by kids getting		
Target service cuts based on jurisdiction. For example, if VA does not fund its fair share compared to DC Bus Service and MD, then VA should get more service cut than DC and MD. Bus Service DC public transportation is generally excellent. Could we stop the fare-gate jumpers as a way of cutting costs? Bus Service Please be careful that service cuts do not push customers into further remote work or ridesharing. Bus Service Please do not cut the 96 bus. East west lines are limited and this one is used extensively by kids getting Bus Service		Operating Budget, Management and Spending
and MD, then VA should get more service cut than DC and MD. Bus Service DC public transportation is generally excellent. Could we stop the fare-gate jumpers as a way of cutting costs? Fars/Fees/Parking Please be careful that service cuts do not push customers into further remote work or ridesharing. Bus Service Please be careful the service stat west lines are limited and this one is used extensively by kids getting Bus Service	Increasing the fare would most likely stop me from using the metro to commute to work. It's unfair to	
DC public transportation is generally excellent. Could we stop the fare-gate jumpers as a way of cutting costs? Fares/Fees/Parking Please be careful that service cuts do not push customers into further remote work or ridesharing. Bus Service Please do not cut the 96 bus. East west lines are limited and this one is used extensively by kids getting Bus Service	Increasing the fare would most likely stop me from using the metro to commute to work. It's unfair to increase the fare when countless people refuse to pay and just jump the fare gates.	
costs? Fares/Fees/Parking Please be careful that service cuts do not push customers into further remote work or ridesharing. Bus Service Please do not cut the 96 bus. East west lines are limited and this one is used extensively by kids getting Fees/Parking	Increasing the fare would most likely stop me from using the metro to commute to work. It's unfair to increase the fare when countless people refuse to pay and just jump the fare gates. Target service cuts based on jurisdiction. For example, if VA does not fund its fair share compared to DC	Fares/Fees/Parking
Please be careful that service cuts do not push customers into further remote work or ridesharing. Bus Service Please do not cut the 96 bus. East west lines are limited and this one is used extensively by kids getting	Increasing the fare would most likely stop me from using the metro to commute to work. It's unfair to increase the fare when countless people refuse to pay and just jump the fare gates. Target service cuts based on jurisdiction. For example, if VA does not fund its fair share compared to DC and MD, then VA should get more service cut than DC and MD.	Fares/Fees/Parking
	Increasing the fare would most likely stop me from using the metro to commute to work. It's unfair to increase the fare when countless people refuse to pay and just jump the fare gates. Target service cuts based on jurisdiction. For example, if VA does not fund its fair share compared to DC and MD, then VA should get more service cut than DC and MD. DC public transportation is generally excellent. Could we stop the fare-gate jumpers as a way of cutting	Fares/Fees/Parking Bus Service
to and from school. Bus Service	Increasing the fare would most likely stop me from using the metro to commute to work. It's unfair to increase the fare when countless people refuse to pay and just jump the fare gates. Target service cuts based on jurisdiction. For example, if VA does not fund its fair share compared to DC and MD, then VA should get more service cut than DC and MD. DC public transportation is generally excellent. Could we stop the fare-gate jumpers as a way of cutting costs?	Fares/Fees/Parking Bus Service Fares/Fees/Parking
	Increasing the fare would most likely stop me from using the metro to commute to work. It's unfair to increase the fare when countless people refuse to pay and just jump the fare gates. Target service cuts based on jurisdiction. For example, if VA does not fund its fair share compared to DC and MD, then VA should get more service cut than DC and MD. DC public transportation is generally excellent. Could we stop the fare-gate jumpers as a way of cutting costs? Please be careful that service cuts do not push customers into further remote work or ridesharing. Please do not cut the 96 bus. East west lines are limited and this one is used extensively by kids getting	Fares/Fees/Parking Bus Service Fares/Fees/Parking

Comment	Category
The parking increases seem to be reasonable, over other fare increases. Would parking still be free on the weekends? If there are ways to consolidate overlapping bus routes that have reasonable wait times	
on corridors to save money, I would support that. I don't support the drastic fare increases proposed.	
Maybe a base of \$2.00 to \$2.10, but not \$2.50. I don't support turn backs on the red line AT ALL, but	
with limited resources I would prefer turnback's on the western side on the red line as opposed to the	
east side. I also don't support turnback's that neglect the Largo station.	Bus Service
It is illogical to make red line commuters bear the brunt of cuts via turnbacks at Silver Spring instead of	
just reducing headways across the system.	Bus Service
do not reduce service!	Service Levels
I would like to keep routes open if possible Enough of the hysteria and scare tactics. If you want to cut waste, fraud, and abuse, maybe your	Bus Service
administrative and managerial employees could work harder and smarter.	Bus Service
I rely on the bus and metro to commute because I can?t drive and the buses especially haven?t been	
consistent or super fast so this change would make it way more difficult to get home	Bus Service
keep red line and yellow line the same service frequency	Bus Service
Do whatever it takes to force DC/MD/VA to properly fund Metro/MetroBus. Not just enough to keep it	
alive, but to continue making the all improvements it needs.	Bus Service
Overall, I am a big fan off public transport and what WMATA brings to the area! One thing I missed is	
reliability. Whatever the hours and/or frequency is, having bus and train show up at the time it is scheduled to, is key. Have bus drivers ride on time, leave on time and if needed pause if they're ahead	
of schedule. Implement automatic train control ASAP to have a smoother and more reliable (on time)	
ride. Invest some of your money in that please.	Bus Service
I rely on the bus and metro to get my kids to school and myself to work everyday. I rely on the bus and	
metro to go out on the weekends to various places around DC. It is vital to the region, and car-	
dependency is a scourge on the region.	Bus Service
I work for Amazon along with thousands of other workers who rely on the Metro to get into work. If	
Metro were to cut service it would seriously impair my ability to get to work and would have an	Deil Canvier
adverse impact on the company who just spent billions of dollars on relocating here. The D6 is a crucial bus line and should be maintained! It is always busy and it helps so many people get	Rail Service
to work in downtown areas from capitol hill and from NW DC.	Bus Service
Metrobus and Metrorail are the transportation backbone of our region. We deserve a fully-funded, low-	
fare and high-service system and should not accept any service cuts or fare increases. In fact, we should	
be working towards expanding the system with one of the line re-routing options outlined in the Blue	
Orange Silver Capacity Study. We should also have secure, direct tax funding for WMATA. I applaud	
WMATA's efforts to aggressively message the funding shortcomings. Please keep up the strong	
advocacy for our transit system!	Bus Service
Metro need to consider the people who currently use metro. Day and eve/night jobs. Anyone else is a	
bonus rider. Also increasing fare are not gonna help the budget but hurt the current riders purse. Stop putting the money in areas not needed. As i noticed these monitors on some buses indicating streets	
and stop. The monitors are not being put to use. What/ who were those for? Im sure there could be	
more cuts start from the higher paying position. Also metro access customers need you all most. And	
they function unreliable as is. People i know have ho utilize the service.	Operating Budget, Management and Spending
Do not reduce quality of life no matter what. QOL can only maintain or increase. To achieve that, just	
increase travel rates.	Miscellaneous
Please don't make cuts to the P6 or 80 buses. If you change the 80 bus route, please make sure it still	
goes downtown (such as via E street as was proposed on better bus) Stop cutting rail service and bus lines! You lose customers by doing this, and then who will pay your	Bus Service
higher fares. When service is unreliable, people don?t want to gamble and choose other options.	Bus Service
Raise the max fare beyond \$7.50, especially for the silver line (which I use). Due to the price cap, the	
fares are the same for going 10 stops or another 8 more (10 miles)or whatever it is. Ashburn should	
cost more than Reston or Tysons for a trip into DC. Currently they do not.	Fares/Fees/Parking
Increase personal vehicle tax and fund public transit. Metro should not need to be run like common	
corporation that needs to make profit. It's a system that should encourage public transportation and	
discourage personal cars around the DC area. It's congested enough already! Increasing cost and	
cutting service will only increase more car usage and will lead to more congestion, pollution, accidents!	Fares/Fees/Parking
Given the amount of crime and costs to properly staff security to meaningfully impact riders perception of safety, It would be nice to cut service at 11pm/midnight for most of the week and certainly on the	
1	
weekends. As many people are wary of riding that late given the crime in the area. I don't think there is	
weekends. As many people are wary of riding that late given the crime in the area. I don't think there is any feasible way to increase the frequency between trains during rush hour without killing customer	
any feasible way to increase the frequency between trains during rush hour without killing customer satisfaction. That has to be a last choice given how crowded trains already are with the intervals you currently run. I also think you should raise the cost of reserving the bike storage but not removing the	
any feasible way to increase the frequency between trains during rush hour without killing customer satisfaction. That has to be a last choice given how crowded trains already are with the intervals you currently run. I also think you should raise the cost of reserving the bike storage but not removing the option altogether. Should you invest, meaningfully, in the amount of security in the stations, I don't	
any feasible way to increase the frequency between trains during rush hour without killing customer satisfaction. That has to be a last choice given how crowded trains already are with the intervals you currently run. I also think you should raise the cost of reserving the bike storage but not removing the option altogether. Should you invest, meaningfully, in the amount of security in the stations, I don't think you'd have as many problems with ridership.	Fare Evasion/Safety/Crime
any feasible way to increase the frequency between trains during rush hour without killing customer satisfaction. That has to be a last choice given how crowded trains already are with the intervals you currently run. I also think you should raise the cost of reserving the bike storage but not removing the option altogether. Should you invest, meaningfully, in the amount of security in the stations, I don't think you'd have as many problems with ridership. I would feel less safe going home after dark in my neighborhood if my bus line (63/64 stops between U	
any feasible way to increase the frequency between trains during rush hour without killing customer satisfaction. That has to be a last choice given how crowded trains already are with the intervals you currently run. I also think you should raise the cost of reserving the bike storage but not removing the option altogether. Should you invest, meaningfully, in the amount of security in the stations, I don't think you'd have as many problems with ridership. I would feel less safe going home after dark in my neighborhood if my bus line (63/64 stops between U At and Petworth) were cut. I am in strong opposition to this.	Fare Evasion/Safety/Crime Bus Service
any feasible way to increase the frequency between trains during rush hour without killing customer satisfaction. That has to be a last choice given how crowded trains already are with the intervals you currently run. I also think you should raise the cost of reserving the bike storage but not removing the option altogether. Should you invest, meaningfully, in the amount of security in the stations, I don't think you'd have as many problems with ridership. I would feel less safe going home after dark in my neighborhood if my bus line (63/64 stops between U At and Petworth) were cut. I am in strong opposition to this. Increased fares and service cuts will only lead to less people riding the already costly metro and just	Bus Service
any feasible way to increase the frequency between trains during rush hour without killing customer satisfaction. That has to be a last choice given how crowded trains already are with the intervals you currently run. I also think you should raise the cost of reserving the bike storage but not removing the option altogether. Should you invest, meaningfully, in the amount of security in the stations, I don't think you'd have as many problems with ridership. I would feel less safe going home after dark in my neighborhood if my bus line (63/64 stops between U At and Petworth) were cut. I am in strong opposition to this.	
any feasible way to increase the frequency between trains during rush hour without killing customer satisfaction. That has to be a last choice given how crowded trains already are with the intervals you currently run. I also think you should raise the cost of reserving the bike storage but not removing the option altogether. Should you invest, meaningfully, in the amount of security in the stations, I don't think you'd have as many problems with ridership. I would feel less safe going home after dark in my neighborhood if my bus line (63/64 stops between U At and Petworth) were cut. I am in strong opposition to this. Increased fares and service cuts will only lead to less people riding the already costly metro and just lead to further budget shortfalls down the line.	Bus Service
any feasible way to increase the frequency between trains during rush hour without killing customer satisfaction. That has to be a last choice given how crowded trains already are with the intervals you currently run. I also think you should raise the cost of reserving the bike storage but not removing the option altogether. Should you invest, meaningfully, in the amount of security in the stations, I don't think you'd have as many problems with ridership. I would feel less safe going home after dark in my neighborhood if my bus line (63/64 stops between U At and Petworth) were cut. I am in strong opposition to this. Increased fares and service cuts will only lead to less people riding the already costly metro and just lead to further budget shortfalls down the line. The Metrobus and Metrorail system is complex and the interplay of buses and trains affects the thousands of transportation decisions made by DMV residents every day. Cutting one line or decreasing service leads to ripple effects where riders would miss transfers or trips would no longer be possible.	Bus Service
any feasible way to increase the frequency between trains during rush hour without killing customer satisfaction. That has to be a last choice given how crowded trains already are with the intervals you currently run. I also think you should raise the cost of reserving the bike storage but not removing the option altogether. Should you invest, meaningfully, in the amount of security in the stations, I don't think you'd have as many problems with ridership. I would feel less safe going home after dark in my neighborhood if my bus line (63/64 stops between U At and Petworth) were cut. I am in strong opposition to this. Increased fares and service cuts will only lead to less people riding the already costly metro and just lead to further budget shortfalls down the line. The Metrobus and Metrorail system is complex and the interplay of buses and trains affects the thousands of transportation decisions made by DMV residents every day. Cutting one line or decreasing service leads to ripple effects where riders would miss transfers or trips would no longer be possible. Raising fares combined with service cuts will be devastating and lead to a system death spiral at the	Bus Service Operating Budget, Management and Spending
any feasible way to increase the frequency between trains during rush hour without killing customer satisfaction. That has to be a last choice given how crowded trains already are with the intervals you currently run. I also think you should raise the cost of reserving the bike storage but not removing the option altogether. Should you invest, meaningfully, in the amount of security in the stations, I don't think you'd have as many problems with ridership. I would feel less safe going home after dark in my neighborhood if my bus line (63/64 stops between U At and Petworth) were cut. I am in strong opposition to this. Increased fares and service cuts will only lead to less people riding the already costly metro and just lead to further budget shortfalls down the line. The Metrobus and Metrorail system is complex and the interplay of buses and trains affects the thousands of transportation decisions made by DMV residents every day. Cutting one line or decreasing service leads to ripple effects where riders would miss transfers or trips would no longer be possible. Raising fares combined with service cuts will be devastating and lead to a system death spiral at the same time that we are in a climate emergency and should be attracting as many new riders as possible.	Bus Service Operating Budget, Management and Spending
any feasible way to increase the frequency between trains during rush hour without killing customer satisfaction. That has to be a last choice given how crowded trains already are with the intervals you currently run. I also think you should raise the cost of reserving the bike storage but not removing the option altogether. Should you invest, meaningfully, in the amount of security in the stations, I don't think you'd have as many problems with ridership. I would feel less safe going home after dark in my neighborhood if my bus line (63/64 stops between U At and Petworth) were cut. I am in strong opposition to this. Increased fares and service cuts will only lead to less people riding the already costly metro and just lead to further budget shortfalls down the line. The Metrobus and Metrorail system is complex and the interplay of buses and trains affects the thousands of transportation decisions made by DMV residents every day. Cutting one line or decreasing service leads to ripple effects where riders would miss transfers or trips would no longer be possible. Raising fares combined with service cuts will be devastating and lead to a system death spiral at the same time that we are in a climate emergency and should be attracting as many new riders as possible. You are still not considering how many people try to get to work before 6:00 am. I am on the 16 line	Bus Service Operating Budget, Management and Spending
any feasible way to increase the frequency between trains during rush hour without killing customer satisfaction. That has to be a last choice given how crowded trains already are with the intervals you currently run. I also think you should raise the cost of reserving the bike storage but not removing the option altogether. Should you invest, meaningfully, in the amount of security in the stations, I don't think you'd have as many problems with ridership. I would feel less safe going home after dark in my neighborhood if my bus line (63/64 stops between U At and Petworth) were cut. I am in strong opposition to this. Increased fares and service cuts will only lead to less people riding the already costly metro and just lead to further budget shortfalls down the line. The Metrobus and Metrorail system is complex and the interplay of buses and trains affects the thousands of transportation decisions made by DMV residents every day. Cutting one line or decreasing service leads to ripple effects where riders would miss transfers or trips would no longer be possible. Raising fares combined with service cuts will be devastating and lead to a system desth spiral at the same time that we are in a climate emergency and should be attracting as many new riders as possible. You are still not considering how many people try to get to work before 6:00 am. I am on the 16 line and the bus that gets to the Pentagon at about 5:25 am is packed. We used to have 4 buses on	Bus Service Operating Budget, Management and Spending Bus Service
any feasible way to increase the frequency between trains during rush hour without killing customer satisfaction. That has to be a last choice given how crowded trains already are with the intervals you currently run. I also think you should raise the cost of reserving the bike storage but not removing the option altogether. Should you invest, meaningfully, in the amount of security in the stations, I don't think you'd have as many problems with ridership. I would feel less safe going home after dark in my neighborhood if my bus line (63/64 stops between U At and Petworth) were cut. I am in strong opposition to this. Increased fares and service cuts will only lead to less people riding the already costly metro and just lead to further budget shortfalls down the line. The Metrobus and Metrorail system is complex and the interplay of buses and trains affects the thousands of transportation decisions made by DMV residents every day. Cutting one line or decreasing service leads to ripple effects where riders would miss transfers or trips would no longer be possible. Raising fares combined with service cuts will be devastating and lead to a system death spiral at the same time that we are in a climate emergency and should be attracting as many new riders as possible. You are still not considering how many people try to get to work before 6:00 am. I am on the 16 line and the bus that gets to the Pentagon at about 5:25 am is packed. We used to have 4 buses on Columbia Pike that could get you to work by 6;00 am. We now have two.	Bus Service Operating Budget, Management and Spending Bus Service Bus Service
any feasible way to increase the frequency between trains during rush hour without killing customer satisfaction. That has to be a last choice given how crowded trains already are with the intervals you currently run. I also think you should raise the cost of reserving the bike storage but not removing the option altogether. Should you invest, meaningfully, in the amount of security in the stations, I don't think you'd have as many problems with ridership. I would feel less safe going home after dark in my neighborhood if my bus line (63/64 stops between U At and Petworth) were cut. I am in strong opposition to this. Increased fares and service cuts will only lead to less people riding the already costly metro and just lead to further budget shortfalls down the line. The Metrobus and Metrorail system is complex and the interplay of buses and trains affects the thousands of transportation decisions made by DMV residents every day. Cutting one line or decreasing service leads to ripple effects where riders would miss transfers or trips would no longer be possible. Raising fares combined with service cuts will be devastating and lead to a system desth spiral at the same time that we are in a climate emergency and should be attracting as many new riders as possible. You are still not considering how many people try to get to work before 6:00 am. I am on the 16 line and the bus that gets to the Pentagon at about 5:25 am is packed. We used to have 4 buses on	Bus Service Operating Budget, Management and Spending Bus Service
any feasible way to increase the frequency between trains during rush hour without killing customer satisfaction. That has to be a last choice given how crowded trains already are with the intervals you currently run. I also think you should raise the cost of reserving the bike storage but not removing the option altogether. Should you invest, meaningfully, in the amount of security in the stations, I don't think you'd have as many problems with ridership. I would feel less safe going home after dark in my neighborhood if my bus line (63/64 stops between U At and Petworth) were cut. I am in strong opposition to this. Increased fares and service cuts will only lead to less people riding the already costly metro and just lead to further budget shortfalls down the line. The Metrobus and Metrorail system is complex and the interplay of buses and trains affects the thousands of transportation decisions made by DMV residents every day. Cutting one line or decreasing service leads to ripple effects where riders would miss transfers or trips would no longer be possible. Raising fares combined with service cuts will be devastating and lead to a system death spiral at the same time that we are in a climate emergency and should be attracting as many new riders as possible. You are still not considering how many people try to get to work before 6:00 am. I am on the 16 line and the bus that gets to the Pentagon at about 5:25 am is packed. We used to have 4 buses on Columbia Pike that could get you to work by 6;00 am. We now have two.	Bus Service Operating Budget, Management and Spending Bus Service Bus Service
any feasible way to increase the frequency between trains during rush hour without killing customer satisfaction. That has to be a last choice given how crowded trains already are with the intervals you currently run. I also think you should raise the cost of reserving the bike storage but not removing the option altogether. Should you invest, meaningfully, in the amount of security in the stations, I don't think you'd have as many problems with ridership. I would feel less safe going home after dark in my neighborhood if my bus line (63/64 stops between U At and Petworth) were cut. I am in strong opposition to this. Increased fares and service cuts will only lead to less people riding the already costly metro and just lead to further budget shortfalls down the line. The Metrobus and Metrorail system is complex and the interplay of buses and trains affects the thousands of transportation decisions made by DMV residents every day. Cutting one line or decreasing service leads to ripple effects where riders would miss transfers or trips would no longer be possible. Raising fares combined with service cuts will be devastating and lead to a system death spiral at the same time that we are in a climate emergency and should be attracting as many new riders as possible. You are still not considering how many people try to get to work before 6:00 am. I am on the 16 line and the bus that gets to the Pentagon at about 5:25 am is packed. We used to have 4 buses on Columbia Pike that could get you to work by 6;00 am. We now have two.	Bus Service Operating Budget, Management and Spending Bus Service Bus Service
any feasible way to increase the frequency between trains during rush hour without killing customer satisfaction. That has to be a last choice given how crowded trains already are with the intervals you currently run. I also think you should raise the cost of reserving the bike storage but not removing the option altogether. Should you invest, meaningfully, in the amount of security in the stations, I don't think you'd have as many problems with ridership. I would feel less safe going home after dark in my neighborhood if my bus line (63/64 stops between U At and Petworth) were cut. I am in strong opposition to this. Increased fares and service cuts will only lead to less people riding the already costly metro and just lead to further budget shortfalls down the line. The Metrobus and Metrorail system is complex and the interplay of buses and trains affects the thousands of transportation decisions made by DMV residents every day. Cutting one line or decreasing service leads to ripple effects where riders would miss transfers or trips would no longer be possible. Raising fares combined with service cuts will be devastating and lead to a system death spiral at the same time that we are in a climate emergency and should be attracting as many new riders a possible. You are still not considering how many people try to get to work before 6:00 am. I am on the 16 line and the bus that gets to the Pentagon at about 5:25 am is packed. We used to have 4 buses on Columbia Pike that could get you to work by 6;00 am. We now have two. consider surge pricing Please do not reduce service on the 80 line. I take it \daily from Florida Ave/North Capital to McPherson Square. This line also is crucial for many in underserved communities further north along North Capital who don't have easy access to other transit. The fare can increase slightly to keep this bus running. If	Bus Service Operating Budget, Management and Spending Bus Service Bus Service
any feasible way to increase the frequency between trains during rush hour without killing customer satisfaction. That has to be a last choice given how crowded trains already are with the intervals you currently run. I also think you should raise the cost of reserving the bike storage but not removing the option altogether. Should you invest, meaningfully, in the amount of security in the stations, I don't think you'd have as many problems with ridership. I would feel less safe going home after dark in my neighborhood if my bus line (63/64 stops between U At and Petworth) were cut. I am in strong opposition to this. Increased fares and service cuts will only lead to less people riding the already costly metro and just lead to further budget shortfalls down the line. The Metrobus and Metrorail system is complex and the interplay of buses and trains affects the thousands of transportation decisions made by DMV residents every day. Cutting one line or decreasing service leads to ripple effects where riders would miss transfers or trips would no longer be possible. Raising fares combined with service cuts will be devastating and lead to a system death spiral at the same time that we are in a climate emergency and should be attracting as many new riders as possible. You are still not considering how many people try to get to work before 6:00 am. I am on the 16 line and the bus that gets to the Pentagon at about 5:25 am is packed. We used to have 4 buses on Columbia Pike that could get you to work by 6;00 am. We now have two. Consider surge pricing Please do not reduce service on the 80 line. I take it \daily from Florida Ave/North Capital to McPherson Square. This line also is crucial for many in underserved communities further north along North Capital who don't have easy access to other transit. The fare can increase slightly to keep this bus running. If helice were no ended to be done to spur fair evasion, executive pay needs to be revaluated, & theft of	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Miscellaneous
any feasible way to increase the frequency between trains during rush hour without killing customer satisfaction. That has to be a last choice given how crowded trains already are with the intervals you currently run. I also think you should raise the cost of reserving the bike storage but not removing the option altogether. Should you invest, meaningfully, in the amount of security in the stations, I don't think you'd have as many problems with ridership. I would feel less safe going home after dark in my neighborhood if my bus line (63/64 stops between U At and Petworth) were cut. I am in strong opposition to this. Increased fares and service cuts will only lead to less people riding the already costly metro and just lead to further budget shortfalls down the line. The Metrobus and Metrorail system is complex and the interplay of buses and trains affects the thousands of transportation decisions made by DMV residents every day. Cutting one line or decreasing service leads to ripple effects where riders would miss transfers or trips would no longer be possible. Raising fares combined with service cuts will be devastating and lead to a system death spiral at the same time that we are in a climate emergency and should be attracting as many new riders as possible. You are still not considering how many people try to get to work before 6:00 am. I am on the 16 line and the bus that gets to the Pentagon at about 5:25 am is packed. We used to have 4 buses on Columbia Pike that could get you to work by 6;00 am. We now have two. consider surge pricing Please do not reduce service on the 80 line. I take it \daily from Florida Ave/North Capital to McPherson Square. This line also is crucial for many in underserved communities further north along North Capital who don't have easy access to other transit. The fare can increase slightly to keep this bus running. If necessary, increased fare enforcement on buses would help, as only 20% bother tapping their card. I believe more needs to be done to spur fair evasion, executive	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Miscellaneous Bus Service
any feasible way to increase the frequency between trains during rush hour without killing customer satisfaction. That has to be a last choice given how crowded trains already are with the intervals you currently run. I also think you should raise the cost of reserving the bike storage but not removing the option altogether. Should you invest, meaningfully, in the amount of security in the stations, I don't think you'd have as many problems with ridership. I would feel less safe going home after dark in my neighborhood if my bus line (63/64 stops between U At and Petworth) were cut. I am in strong opposition to this. Increased fares and service cuts will only lead to less people riding the already costly metro and just lead to further budget shortfalls down the line. The Metrobus and Metrorail system is complex and the interplay of buses and trains affects the thousands of transportation decisions made by DMV residents every day. Cutting one line or decreasing service leads to ripple effects where riders would miss transfers or trips would no longer be possible. Raising fares combined with service cuts will be devastating and lead to a system death spiral at the same time that we are in a climate emergency and should be attracting as many new riders as possible. You are still not considering how many people try to get to work before 6:00 am. I am on the 16 line and the bus that gets to the Pentagon at about 5:25 am is packed. We used to have 4 buses on Columbia Pike that could get you to work by 6;00 am. We now have two. consider surge pricing Please do not reduce service on the 80 line. I take it \daily from Florida Ave/North Capital to McPherson Square. This line also is crucial for many in underserved communities further north along North Capital who don't have easy access to other transit. The fare can increase slightly to keep this bus running. If necessary, increased fare enforcement on buses would help, as only 20% bother tapping their card. I believe more needs to be done to spur fair evasion, executive	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Miscellaneous
any feasible way to increase the frequency between trains during rush hour without killing customer satisfaction. That has to be a last choice given how crowded trains already are with the intervals you currently run. I also think you should raise the cost of reserving the bike storage but not removing the option altogether. Should you invest, meaningfully, in the amount of security in the stations, I don't think you'd have as many problems with ridership. I would feel less safe going home after dark in my neighborhood if my bus line (63/64 stops between U At and Petworth) were cut. I am in strong opposition to this. Increased fares and service cuts will only lead to less people riding the already costly metro and just lead to further budget shortfalls down the line. The Metrobus and Metrorail system is complex and the interplay of buses and trains affects the thousands of transportation decisions made by DMV residents every day. Cutting one line or decreasing service leads to ripple effects where riders would miss transfers or trips would no longer be possible. Raising fares combined with service cuts will be devastating and lead to a system death spiral at the same time that we are in a climate emergency and should be attracting as many new riders as possible. You are still not considering how many people try to get to work before 6:00 am. I am on the 16 line and the bus that gets to the Pentagon at about 5:25 am is packed. We used to have 4 buses on Columbia Pike that could get you to work by 6;00 am. We now have two. Consider surge pricing Please do not reduce service on the 80 line. I take it \daily from Florida Ave/North Capital to McPherson Square. This line also is crucial for many in underserved communities further north along North Capital wh don't have easy access to other transit. The fare can increase slightly to keep this bus running. If necessary, increased fare enforcement on buses would help, as only 20% bother tapping their card. J believe more needs to be done to spur fair evasion, executive	Bus Service Operating Budget, Management and Spending Bus Service

Comment	Category
I couldn?t imagine offering such a horrible service/experience that you lose customers and then	
thinking the answer is EVEN WORSE service. Metrorail is constantly down, constantly delayed, and	
rarely safe. Instead of making things worse, make things better and attract customers. Rebuild the	
crushed infrastructure when you have these lines constantly closed. We already pay wmata way too	
much for the horrid service offered. Do not make it the publics problem that you failed to offer a	
worthwhile service by increasing our fares. You will just have to reduce service and increase fares again	
because you lost even more customers. This is a self-fulfilling demise. Consider getting rid of the top management and replace them with someone who will do something to fix the ship instead of sink the	
ship quicker. Your leadership is a joke and its insulting to ask us to fill this survey out and give us only	
two options ?increase fares? or ?decrease service? and not give us the option to vote to get rid of the	
management who put you in this situation in the first place.	Service Levels
(Metrorail) Cutting service should only be the last resort option, followed by closing or reducing hours	
at less busy stations.	Bus Service
My kids take metrorail and bus to school. Eliminating morning rush service and some of the afternoon	
bus cuts will make this really hard to do. We take metro rail and bus to work. The lack of rush hour	
service makes it harder to use metro to get to work on time. And when the parking plus rail fare gets	
high enough, plenty of people will opt to drive and park downtown.	Bus Service
Anything that makes the cost of riding the train the same as the cost of my parking means I will end up	
driving. Taking metro is a benefit to me because it costs less than parking. If fares increase by 2 dollars	
for a one way trip (I currently pay \$5 each way) then there is no savings for taking Metro and i would	
have the comfort of my own car with my music. In addition, decreasing service so I would have to wait	
longer at the station or have more crowded trains also does not make metro a better option than	
driving. Finally, reducing late night service so Metro closes before my events (sports, concerts, etc)	
finish means I won't even consider using it to travel to an event if I would have to leave early to catch	
the train. Real cities have real service that gets people where they need to go and doesn't leave them	Fares/Faas/Parking
stranded at the end of the night. I know that this might be a security question, but I wonder if there is a safe way to make sure that	Fares/Fees/Parking
people pay their fares on buses and the metro. I would feel cheated if I had to suffer from service cuts	
because people refuse to pay the fares.	Bus Service
Instead of eliminating so many services, why not consolidate them to prioritize service during weekday	
rush hours, e.g. 6-9am and 3-6pm? After all, reducing vehicular traffic is a primary reason for the	
existence of the Metro bus and rail system. Furthermore, these service cuts do not account for the	
probability of more of the local workforce returning to the office during the coming years. Thank you.	Bus Service
If you must cut I think it's better to cut a service entirely than reduce frequency. As a public transit rider	
I plan using frequency to gauge how long my trip is. The absolute maximum I would wait is 12 minutes.	
After that, it's usually just easier to get a taxi. A system that arrives at 20 minute increments may as	
well not exist.	Bus Service
Please do more about those who avoid paying fares to use of Metro services; I see turnstile jumpers	
frequently with no repercussion and while I know there is a budget shortfall, the idea of raising rates	
for those who pay when this is an ongoing issue is frustrating.	Operating Budget, Management and Spending
Impossible to evaluate station closures without knowing which stations would close. At a previous	
board meeting, a member requested that this be decided by the time you solicit feedback, but it seems	
like this has not occurred. Cutting the 96 in particular would be disastrous. It is a critical connection for	
my daily needs, and it gets really busy! Designing a bus network around forcing people to transfer to rail is not a way to grow ridership. I support fare increases, but consider options besides simply	
increasing everything by a flat percentage. Fare structures should be tailored to maximize ridership and	
get people back on the system. For example, I'd encourage smaller increases for passes, and potentially	
implementing automatic fare capping, to avoid placing the burden on those who use Metro the most.	Miscellaneous
I often feel unsafe on Metrorail and Metrobus; there is still too much fare evasion, crime, and	
disruptive behavior. If you can address those problems, and keep the system running reliably, it will be	
much easier to keep me as a passenger. Otherwise, I will start driving to work, which would generally	
be faster than Metro, though it would add to my expenses and require me to sit in traffic.	Bus Service
The G2 bus route is a very important route for Georgetown's economy and to connect neighborhoods	
to Georgetown where there is no existing metro stop. It is particularly important to connect the Shaw,	
Logan Circle, Dupont, and Georgetown neighborhoods. There are a ton of businesses and multiple	
grocery stores along the route which make it essential for these 4 neighborhoods. Additionally,	
removing the rush hour service within the downtown area is a terrible idea for the mental health and	
safety of commuters. The trains are already so packed with the additional rush hour service and would	
reach unsafe levels if there were less trains. Perhaps not all of the trains during rush hour go to the end	
of the line, but near downtown would be disastrous to remove rush hour service. There is also a need for bus education in this city. People actually think the bus is free and that the bill making the bus free	
went into effect or will soon. Almost no one pays the fare and the bus drivers encourage this often.	
Even people that can afford to pay for the bus and DO pay for the metro do not pay for the bus.	
Consider a PR campaign to remind people that they do have to pay for the bus and that the city never	
made the bus free. Since safety and crime is a large concern for many metro riders, especially women,	
consider adding emergency call buttons to each train car and several in each station. If these exist,	
there needs to be more education around their existence. A campaign around metro emphasizing	
safety would go a long way. The metro app is horrible and there are several big missed opportunities to	
bring in advertising revenue. A more attractive and functional app is a great platform to bring in larger	
advertising dollars. You can also implement surveys on the app to ask about rider's recollection of	
recent ads in the metro since more ROI data would be more attractive to serious advertisers. Thank	Service Levels
One of the best things about this city is the Metro. It is easily the 2nd best in the US and one of the	
reasons I moved here. Do not cut service, that is a slippery slope to it getting worse and worse	Rail Service
I think cutting services, especially stops and closing early will be the biggest detriment to the metro	
line. While no one likes fare increases it is still significantly cheaper then driving and parking in the city	
and I think most commuters will continue to use the service. As a woman, if service was cut to end a 10	
p.m. with no security or staff after 9 p.m., I would stop using the metro and use an alternate form of	
transportation after 8 p.m. given safety concerns. The metro should not be open without staff or	Ears Evision /Safety/Crime
security. I would advocate for anything over those security concerns.	Fare Evasion/Safety/Crime
I rely on metro to get to work so please don?t cut service short. Sometimes I already have to wait a long time for transfers. I?m willing to pay more to keep the services on Blue and Orange/Silver lines.	Bus Service
I understand that Metro is facing hardships in regards to ridership and access but placing more	
accountability on the cities that support it (financially) and finding better ways to address fare evasion	
(making the metro free for certain communities or free all together) I think would help people feel	
better about accessing.choosing metro as they would feel like it's been better supported by those who	
use it/want it to be used	Operating Budget, Management and Spending

Comment	Category
The Metrobus service through and around Kings Park West is already skeletal and has been consistently	
cut and consolidated since 2017. We are most likely one of the only community with passengers who	
actually pay to ride the bus (and a much higher rate). Why would you cut service from customers who	
actually pay the fare? Metro only wants to operate in DC anyway is how it always appears when service reductions are on the table. Our County provider does a much better job at providing reliable bus	
service so why not turn over all of the VA routes to those providers?	Bus Service
All ate more money to metro system and less to car infrastructure	Rail Service
Too many service cuts will increase car traffic and is environmentally unsustainable, and makes it even	
more difficult to get around because traffic will be worse	Bus Service
I would encourage Metro to be realistic about any service cut, route changes, and fare increases. I think	
it's realistic to keep the increased metrorail frequency during rush hour. However, with the merging of	
bus routes, I get concerned that my usual metrobus won't arrive as frequently and this will delay my daily schedule as I rely on the metrobus to get to work. Lastly, the fare increase for metrorail seems	
astronomical. People rely on the metro because it's affordable and keeps cars off the road. If I'm	
debating between a \$7.50 metro ride that'll take 45 minutes or an \$8 rideshare that'll get me there in	
20, then I really have no incentive to take the metro. I understand a fare increase, but asking for an	
extra \$5 from folks in these times is disappointing and misguided.	Bus Service
Please do not reduce week day frequency! I know many (including) myself that use the metro for work	
commute and it would seriously impact all of us negatively!	Bus Service
Drastic fare increases and service cuts have been proven to be wildly shortsighted as they ultimately	
decrease ridership, don?t generate the assumed revenue and cause a doom loop. Public transit should	
not have to break even on fare revenue as that ignores the multiple other benefits it provides for both transit riders and non transit riders (less traffic congestion, climate benefits, social mobility benefits,	
etc.). Metro should have a long term sustainable funding source by the governments involved and then	
should be held accountable for safety, quality and reliability. With constrained funds, I would be also	
more focused on existing service reliability than huge cost expansions of the network.	Bus Service
Metro is a public good and relies upon network effect to share the costs over the ridership for	
economies of scale. If metro cuts rail service hours and drastically reduces frequency, it becomes	
unreliable for use and ridership will plummet into a death spiral. If quality of life issues continue to be	
ignored (blatant fare evasion next to indifferent station managers who can?t act due to insufficient public safety staff) ridership will decrease and that will be hard to recover. Late night hours into and	
out of DC for metro rail are important for encouraging DC nightlife and safety of patrons. I live in	
Ballston and would have to limit my Uber use as it surges once metro stops. 10p service stop is nuts.	
Closing stations is nuts. Metro is a great system, and is a key part of quality of life in DC. No additional	
funding should pay for the potential new complex at Potomac Yards. If they want extra service (or a	
bigger station) they should pay for it.	Fare Evasion/Safety/Crime
Many of us live near Metro lines and would need to consider moving if service cuts are made. Do not	
do anything drastic!	Bus Service
Please give thought to equity in your proposals. You're preparing to reduce frequency on the outer part	
of the red line where people need the metro service more and also fall into lower socioeconomic levels (while charging them more already). Who exactly do you seek to serve?	Bus Service
Metro service is more important. Service cut would make me rely more on VRE getting into DC faster.	Bus service
Driving sometimes maybe an option, but do not want it due to high gas price. I get smartrip benefits.	
Frequency currently are the same and good for the most part. Do something about fare evaders, if	
caught piggbacking or any form fine them harsh. I think you are too soft on fare evaders. Metro needs	
to be more reliable like on signals. I been to other cities like Seoul, Tokyo, Hong Kong and they are	
better maintained.	Bus Service
They are extremely dumb. You spent how much money on these turn styles to stop fare evasion and	
people still jump them (and others) without any consequences. It's ridiculous. You're screwing over	Fore Function (Cofeet, (Colore
your customers in the worst way possible. Perhaps address ways to increase ridership, including rider safety, as opposed to these more drastic	Fare Evasion/Safety/Crime
options.	Fare Evasion/Safety/Crime
Try to focus cuts on the rich, least vulnerable areas.	Miscellaneous
If y'all go ahead with most of these proposals, more people will drive drunk, traffic and parking in the	
DMV will get worse, and more people will move out of the DMV. DC, MD, and VA should raise taxes to	
address WMATA's budgetary issues rather than cutting services and increasing prices for working-class	
people.	Operating Budget, Management and Spending
Opening at 6am on the weekends would be excellent, I think that is one of the best proposals. Additionally, I'd much rather see fare increases than cuts to service/operating times	Fares/Fees/Parking
Additionally, I'd much rather see fare increases than cuts to service/operating times. Emphasis on metro rail safety is needed	Fares/Fees/Parking Fare Evasion/Safety/Crime
Please setup an entity with the ability to levy taxes so that metro can have consistent funding	Capital Budget
The Metro is a vital part of my commute in DC on most days. What truly irks me is that I work, pay	
taxes, and try to make a living here as an immigrant to this great country and city. While I pay my dues	
to ride the Metro, without fail, EVERY SINGLE time, there is at least one or, most times, multiple fare	
evaders nonchalantly strolling through the gate. How much revenue is lost by this consistent practice?	
Let us also consider the context here; these are not some idiotic school kids who think it's cool to fight the system or whatever cretinous ideology they may hold; they're people from all walks of life. A large	
the system or whatever cretinous ideology they may hold; they're people from all walks of life. A large number often wear \$200+ sneakers, the newest fashion, and are clearly not living in abject poverty or	
are part of the homeless community. I know the newly installed fare gates (Fort Totten, for example)	
are supposed to curb this behavior, but if the evaders face harsher consequences, perhaps they would	
be more reluctant to abuse the kindness of the system so blatantly. I used to live in New York City and	
ride the subway to work every day. On multiple occasions, plainclothes subway police officers arrested	
fare evaders even when they already made it inside the carriage and the train had left the station. They	
did this professionally yet loudly and very publicly. Without holding a Ph.D. in Psychology, I can bet that	
everyone in that carriage witnessing this play out in front of them would think twice about evading the	
fare from that point forward. Folks are quick to point to 'their god-given rights' in this great country.	
Someone's rights are always someone else's responsibilities. This is an irrefutable law. As a law-abiding, fare-paying Metro user, that does not strike me as being fair.	Rus Service
Fare increases but also prosecuting fare jumpers and making the system safer	Bus Service Fares/Fees/Parking
I use the bike lockers five days per week to commute. Not offering annual passes and not providing	······································
assurance that there will be an available locker for me when I arrive would screw me, and ultimately	
would result in me not using them at all.	Bus Service
Ridership will go off a cliff if these go through. State and local governments must act immediately.	Miscellaneous

Comment	Category
Decreasing service will only feed into the negative stereotypes around Metrorail service. The service	
over the past year, or really since 2022, has been fantastic relative to even before the pandemic (as I	
can remember it). Overall service should, ideally, not be a point of compromise, because if it gets worse, fewer people may use it, and future budget shortfalls may only compound on one another	
through a lack of faith in the Metrorail system. New Yorkers get on just fine with a \$2.75 flat fee, so if	
that were the minimum with smaller increases (topping out at \$7 or something) maybe that would be	
better. Some new demand studies might need to be done for that. I do not want our second-only-to-	
NYC rail system to falter. It?s so good and in many ways beats out NYC, falling short only in the realms	
of relative access to stations and service. If the service falters, we?d be in big trouble. Thanks for all that	Operating Budget, Management and Spending
Security on Metro needs to be dealt with. I stopped using it not because of service frequency but	
because the trains are now routinely full of homeless, truants and criminals. It?s more frightening. I?ve	
seen people fight, eat, and urinate on the Metro. Hire DC police. Throw people in jail for stealing or Metro will go the way of MARTA in Atlanta (not a good thing) - anyone with a job and money will avoid	
it	Fare Evasion/Safety/Crime
Service now isn't reliable or timely, cutting Service would cause further rider decline. We can't get	
where we need to go without delay.	Service Levels
Get more money from DC, VA, MD, and Federal Govt. Preference would be no cuts, no fare increases,	
but more publicly funded. Cuts and fare increases mainly hurt poorer people.	Fares/Fees/Parking
REALLY need a line that connects northern Virginia, Arlington, neighborhoods (shirlington, glens rd., to	A 4' 11
Clarendon, courthouse, king st in Alexandria) I strongly prefer fare increases rather than service cuts to carry out Metro's Budget	Miscellaneous Operating Budget, Management and Speeding
I prefer not to have to decide between increased fares and service cuts. Public transport should be a	Operating Budget, Management and Spending
public good in my view.	Bus Service
At the end of the day, I just know you all are trying your best. Just please don't get rid of past midnight	
buses, I like many people depend on them to get home safely after work.	Bus Service
If fare revenue (via increased fare prices) will somehow address the budget shortfall, can more not be	
done to prevent fare evasion instead? Both increased fares and reduces services instill fear in me of a	
death spiral in overall ridership. Surely there are more innovative solutions. What about flat fares for all	
Metrorail trips, coupled with gates that provide easy egress from stations but prevent access to the	On antian Dudant Management and Sanadian
platforms without payment? Do more to stop fare evasion. I still see it nearly everyday I ride.	Operating Budget, Management and Spending Fare Evasion/Safety/Crime
Further evaluating buses that runs on a same segment as other transit agencies (circulator; RideOn; The	
bus; ART; Fairfax Connector etc.), reduce or eliminate the service of such routes.	Bus Service
Metro does absolutely nothing to stop fare evaders. I watch as people (sometimes even groups) push	
right through or jump turnstiles. The alarm sounds and the employees don't even flinch. Even when	
police are nearby, nobody moves. I pay for 100% of my trips and yet there are others who never pay	
with zero repercussions. It is a disgrace.	Fares/Fees/Parking
Please do not cut frequency and weekend service. Eliminating extremely low ridership routes might be	
better than a systemwide reduction. I sincerely local decision makers get their heads together to find Metro a sustainable and sufficient	Bus Service
source of funding. Too many rely on the system for it to be treated as an afterthought.	Capital Budget
The proposal would only reduce riders and also increase hostility towards metro which would reduce	
any desire to continue any metro funding	Capital Budget
This is greatly disappointing as I?m dealing with low-income stress and the need to commute to varied	
locations for onsite work through a temp/contracting agency.	Bus Service
Metro's going into a death spiral.	Rail Service
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider	
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for	Fares/Fees/Parking
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair	
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro	
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases	
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro	
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease	
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos	
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains	Fares/Fees/Parking
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and bC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety.	
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety. Please do not fall into the trap of increasing fares and decreasing servicethis will drive people away	Fares/Fees/Parking
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety. Please do not fall into the trap of increasing fares and decreasing servicethis will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have	Fares/Fees/Parking
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety. Please do not fall into the trap of increasing fares and decreasing servicethis will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And	Fares/Fees/Parking
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety. Please do not fall into the trap of increasing fares and decreasing servicethis will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have	Fares/Fees/Parking
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety. Please do not fall into the trap of increasing fares and decreasing service-this will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is	Fares/Fees/Parking Operating Budget, Management and Spending
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and bC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety. Please do not fall into the trap of increasing fares and decreasing service—this will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is a link to Drs. Hospital in Lanham. I moved to the city to use the Metro services of both bus and rail. Thank you for everything you do to get me to work everyday. I think the drivers of cars should pay higher gas taxes to compensate for the	Fares/Fees/Parking Operating Budget, Management and Spending
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety. Please do not fall into the trap of increasing fares and decreasing servicethis will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is a link to Drs. Hospital in Lanham. I moved to the city to use the Metro services of both bus and rail. Thank you for everything you do to get me to work everyday. I think the drivers of cars should pay higher gas taxes to compensate for the shortage. The public transportation infrastructure is amazing and more people residing in the area	Fares/Fees/Parking Operating Budget, Management and Spending Bus Service
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety. Please do not fall into the trap of increasing fares and decreasing service—this will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is a link to Drs. Hospital in Lanham. I moved to the city to use the Metro services of both bus and rail. Thank you for everything you do to get me to work everyday. I think the drivers of cars should pay higher gas taxes to compensate for the should use these services to balance the cost to operate and save the planet.	Fares/Fees/Parking Operating Budget, Management and Spending
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety. Please do not fall into the trap of increasing fares and decreasing service—this will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is a link to Drs. Hospital in Lanham. I moved to the city to use the Metro services of both bus and rail. Thank you for everything you do to get me to work everyday. I think the drivers of cars should pay higher gas taxes to compensate for the shortage. The public transportation infrastructure is amazing and more people residing in the area should use thes services to balance the cost to operate and save the planet.	Fares/Fees/Parking Operating Budget, Management and Spending Bus Service
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety. Please do not fall into the trap of increasing fares and decreasing service—this will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is a link to Drs. Hospital in Lanham. I moved to the city to use the Metro services of both bus and rail. Thank you for everything you do to get me to work everyday. I think the drivers of cars should pay higher gas taxes to compensate for the shortage. The public transportation infrastructure is amazing and more people residing in the area should use these services to balance the cost to operate and save the planet. Raise the current faregates in the raii	Fares/Fees/Parking Operating Budget, Management and Spending Bus Service Bus Service
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety. Please do not fall into the trap of increasing fares and decreasing service—this will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is a link to Drs. Hospital in Lanham. I moved to the city to use the Metro services of both bus and rail. Thank you for everything you do to get me to work everyday. I think the drivers of cars should pay higher gas taxes to compensate for the shortage. The public transportation infrastructure is amazing and more people residing in the area should use thes services to balance the cost to operate and save the planet.	Fares/Fees/Parking Operating Budget, Management and Spending Bus Service Bus Service
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety. Please do not fall into the trap of increasing fares and decreasing servicethis will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is a link to Drs. Hospital in Lanham. I moved to the city to use the Metro services of both bus and rail. Thank you for everything you do to get me to work everyday. I think the drivers of cars should pay higher gas taxes to compensate for the shortage. The public transportation infrastructure is amazing and more people residing in the area should use these services to balance the cost to operate and save the planet. Raise the current faregates in the rail stations. The current new ones at Ft. Totten people can still jump over them. Why not have a fare gate	Fares/Fees/Parking Operating Budget, Management and Spending Bus Service Bus Service
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety. Please do not fall into the trap of increasing fares and decreasing servicethis will drive people away and inc cars, if they have a choice. For those of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is a link to Drs. Hospital in Lanham. I moved to the citty to use the Metro services of both bus and rail. Thank you for everything you do to get me to work everyday. I think the drivers of cars should pay higher gas taxes to compensate for the shortage. The public transportation infrastructure is amazing and more people residing in the area should use these services to balance the cost to operate and save the planet. Raise the current faregates in the rail stations. The current new ones at FL. Totten people can still jump over them. Why not have a fare gate	Fares/Fees/Parking Operating Budget, Management and Spending Bus Service Bus Service Bus Service Miscellaneous
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety. Please do not fall into the trap of increasing fares and decreasing service—this will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is a link to Drs. Hospital in Lanham. I moved to the city to use the Metro services of both bus and rail. Thank you for everything you do to get me to work everyday. I think the drivers of cars should pay higher gas taxes to compensate for the shortage. The public transportation infrastructure is amazing and more people residing in the area should use these services to balance the cost to operate and save the planet. Raise the current faregates in the rail stations. The current new ones at Ft. Totten people can still jump over them. Why not have a fare gate	Fares/Fees/Parking Operating Budget, Management and Spending Bus Service Bus Service
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing choas and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety. Please do not fall into the trap of increasing fares and decreasing service—this will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is a link to Drs. Hospital in Lanham. I moved to the city to use the Metro services of both bus and rail. Thank you for everything you do to get me to work everyday. I think the drivers of cars should pay higher gas taxes to compensate for the shortage. The public transportation infrastructure is amazing and more people residing in the area should use these services to balance the cost to operate and save the planet. Raise the current faregates in the rail	Fares/Fees/Parking Operating Budget, Management and Spending Bus Service Bus Service Bus Service Miscellaneous
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety. Please do not fall into the trap of increasing fares and decreasing service—this will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is a link to Drs. Hospital in Lanham. I moved to the city to use the Metro services of both bus and rail. Thank you for everything you do to get me to work everyday. I think the drivers of cars should pay higher gas taxes to compensate for the shortage. The public transportation infrastructure is amazing and more people residing in the area should use these services to balance the cost to operate and save the planet. Raise the current faregates in the rail	Fares/Fees/Parking Operating Budget, Management and Spending Bus Service Bus Service Bus Service Miscellaneous
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of i will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety. Please do not fall into the trap of increasing fares and decreasing servicethis will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is a link to Drs. Hospital in Lanham. I moved to the city to use the Metro services of both bus and rail. Thank you for everything you do to get me to work everyday. I think the drivers of cars should pay higher gas taxes to compensate for the shortage. The public transportation infrastructure is amazing and more people residing in the area should use these services to balance the cost to operate and save the planet. Raise the current faregates in the rail stations. The current new ones at FL. Totten people can still jump over them. Why not have a fare gate	Fares/Fees/Parking Operating Budget, Management and Spending Bus Service Bus Service Bus Service Miscellaneous
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety. Please do not fall into the trap of increasing fares and decreasing service—this will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is a link to Drs. Hospital in Lanham. I moved to the city to use the Metro services of both bus and rail. Thank you for everything you do to get me to work everyday. I think the drivers of cars should pay higher gas taxes to compensate for the shortage. The public transportation infrastructure is amazing and more people residing in the area should use these services to balance the cost to operate and save the planet. Raise the current faregates in the rail	Fares/Fees/Parking Operating Budget, Management and Spending Bus Service Bus Service Bus Service Miscellaneous
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety. Please do not fall into the trap of increasing fares and decreasing service—this will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is a link to Drs. Hospital in Lanham. I moved to the city to use the Metro services of both bus and rail. Thank you for everything you do to get me to work everyday. I think the drivers of cars should pay higher gas taxes to compensate for the shortage. The public transportation infrastructure is amazing and more people residing in the area should use these services to balance the cost to operate and save the planet. Raise the current faregates in the rail stations. The current new ones at Ft. Totten people can still jump over them. Why not have a fare gate	Fares/Fees/Parking Operating Budget, Management and Spending Bus Service Bus Service Bus Service Miscellaneous
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trainsl France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety. Please do not fall into the trap of increasing fares and decreasing service—this will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is a link to Drs. Hospital in Lanham. I moved to the city to use the Metro services of both bus and rail. Thank you for everything you do to get me to work everyday. I think the drivers of cars should pay higher gas taxes to compensate for the shortage. The public transportation infrastructure is amazing and more people residing in the area should use these services to balance the cost to operate and save the planet. Raise the current faregates in the rail stations. The current new ones at Ft. Totten people can still jump over them. Why not have a fare gate system they have in N	Fares/Fees/Parking Operating Budget, Management and Spending Bus Service Bus Service Bus Service Miscellaneous
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety. Please do not fall into the trap of increasing fares and decreasing service—this will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is a link to Drs. Hospital in Lanham. I moved to the city to use the Metro services of both bus and rail. Thank you for everything you do to get me to work everyday. I think the drivers of cars should pay higher gas taxes to compensate for the shortage. The public transportation infrastructure is amazing and more people residing in the area should use these services to balance the cost to operate and save the planet. Raise the current faregates in the rail	Fares/Fees/Parking Operating Budget, Management and Spending Bus Service Bus Service Bus Service Miscellaneous
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains on other transportation options, this would make the DC metro area unliveable for many people. And please, please do not fall into the trap of increasing fares and decreasing service—this will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is a link to Drs. Hospital in Lanham. I moved to the city to use the Metro services of both bus and rail. Thank you for everything you do to get me to work everyday. I think the drivers of cars should pay higher gas taxes to compensate for the shortage. The public transportation infrastructure is amazing and more people residing in the area should use these services to balance the cost to operate and save the planet. I don?t unerstand how region the size of the Washington DC metro area is looking to cut service when ca	Fares/Fees/Parking Operating Budget, Management and Spending Bus Service Bus Service Bus Service Miscellaneous
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trainsl France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety. Please do not fall into the trap of increasing fares and decreasing service—this will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is a link to Drs. Hospital in Lanham. I moved to the city to use the Metro services of both bus and rail. Thank you for everything you do to get me to work everyday. I think the drivers of cars should pay higher gas taxes to compensate for the shortage. The public transportation infrastructure is amazing and more people can still jump over them. Why not have a fare gate system they have in NYC? Have some type of enforcement of fare on both rail and bus. Not For it The service to balance the cost to operate and save the planet. I don?t understand how region the size of the Washin	Fares/Fees/Parking Operating Budget, Management and Spending Bus Service Bus Service Bus Service Miscellaneous
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety. Please do not fall into the trap of increasing fares and decreasing service—this will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have no o other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is a link to Drs. Hospital in Lanham. I moved to the city to use the Metro services of both bus and rail. Thank you for everything you do to get me to work everyday. I think the drivers of cars should pay higher gas taxes to compensate for the shortage. The public transportation infrastructure is amazing and more people residing in the area should use these services to balance the cost to operate and save the planet. The service cuts will impact %20 of users. We are working people, and we have to live far from busline or metro rail to afford our living. We can loose our jobs a	Fares/Fees/Parking Operating Budget, Management and Spending Bus Service Bus Service Bus Service Miscellaneous
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and bC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains on other transportation options, this would make the DC metro area unliveable for many people. And please, please do not fall into the trap of increasing fares and decreasing service—this will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is a link to Drs. Hospital in Lanham. I moved to the city to use the Metro services of both bus and rail. Thank you for everything you do to get me to work everyday. I think the drivers of cars should pay higher gas taxes to compensate for the shortage. The public transportation infrastructure is amazing and more people residing in the area should use these services to balance the cost to operate and save the planet. The service cuts will impact %20 of users. We are working people, and we have to live far from busline	Fares/Fees/Parking Operating Budget, Management and Spending Bus Service Bus Service Bus Service Miscellaneous
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trainsl France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains to on other transportation options, this would make the DC metro area unliveable for many people. And please, please do not fall into the trap of increasing fares of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is a link to Drs. Hospital in Lanham. I moved to the city to use the Metro services of both bus and rail. Thank you for everything you do to get me to work everyday. I think the drivers of cars should pay higher gas taxes to compensate for the shortage. The public transportation infrastructure is amazing and more people residing in the area should use these services to balance the cost to operate and save the planet. Raise the current faregates in the rail stations. The current new ones at FL. Totten people can still jump over them. Why not have a fare gate system they have in NYC? Have some type of enforcement o	Fares/Fees/Parking Operating Budget, Management and Spending Bus Service Bus Service Bus Service Miscellaneous
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and bC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains on other transportation options, this would make the DC metro area unliveable for many people. And please, please do not fall into the trap of increasing fares and decreasing service—this will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is a link to Drs. Hospital in Lanham. I moved to the city to use the Metro services of both bus and rail. Thank you for everything you do to get me to work everyday. I think the drivers of cars should pay higher gas taxes to compensate for the shortage. The public transportation infrastructure is amazing and more people residing in the area should use these services to balance the cost to operate and save the planet. The service cuts will impact %20 of users. We are working people, and we have to live far from busline	Fares/Fees/Parking Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Bus Service
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trainsl France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety. Please do not fall into the trap of increasing fares and decreasing service-this will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is a link to Drs. Hospital in Lanham. I moved to the city to use the Metro services of both bus and rail. Thank you for everything you do to get me to work everyday. I think the drivers of cars should pay higher gas taxes to compensate for the shortage. The public transportation infrastructure is amazing and more people residing in the area should use these services to balance the cost to operate and save the planet. Raise the current faregates in the rail stations. The current new ones at FL. Totten people can still jump over them. Why not have a fare gate system they have in N	Fares/Fees/Parking Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Bus Service
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget funds from surrounding jurisdictions and bC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety. Please do not fall into the trap of increasing fares and decreasing service—this will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is a link to Drs. Hospital in Lanham. I moved to the city to use the Metro services of both bus and rail. Thank you for everything you do to get me to work everyday. I think the drivers of cars should pay higher gas taxes to compensate for the shortage. The public transportation infrastructure is amazing and more people residing in the area should use these services to balance the cost to operate and save the planet. The service cuts will impact %20 of users. We are working people, and we have to live far from busline or metro rail to afford our living. We can loose our jobs and	Fares/Fees/Parking Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Bus Service
I don?t mind increasing fares but please don?t cut service, it?s already not that great. Also consider automatic trains! France has switched to trains that don?t require conductors and it?s working for Metro has historically received budget thuds from surrounding jurisdictions and DC, has had fair increases already, parking is not the same from station to station and it has also increased. Metro needs to look at where the money has gone in the past and what do you have to show for it? Increases at the size you are proposing are ridiculous and the burden it would put on riders would only decrease the desire to have to use the system. People without the personal budgets for this will suffer. Others who can avoid use of it will. Items that were not addressed that need to be are safety from crime, increased police presence on trains, fair jumping, school students getting free rides and causing chaos and creating hostile environments on the trains and in the stations, homelessness, overcrowded trains with no thought to health or physical safety. Please do not fall into the trap of increasing fares and decreasing service—this will drive people away and into cars, if they have a choice. For those of us who depend on buses and trains because we have no other transportation options, this would make the DC metro area unliveable for many people. And please, please do not eliminate the G12. This is an important route for the Greenbelt community and is a link to Drs. Hospital in Lanham. I moved to the city to use the Metro services of both bus and rail. Thank you for everything you do to get me to work everyday. I think the drivers of cars should ay higher gas taxes to compensate for the should use these services to balance the cost to operate and save the planet. Raise the current faregates in the rail stations. The current new ones at Ft. Totten people can still jump over them. Why not have a fare gate system they have in NYC? Have some type of enforcement of fare on both rail and bus. Not For it The service used and use	Fares/Fees/Parking Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Bus Service

Comment	
Comment Began enforcing fares, you will see a dramatic increase in revenue. Give bus operators the authority to	Category
refuse service to passengers who don?t pay.	Bus Service
Metro is an essential service and cutting it off at 10pm while both increasing fare and reducing service	
is a punishing suggestion to people who cannot afford or prefer not to buy cars. Surely there is funding	
that can be found (like reducing police funding) that could be better spent on the metro	Capital Budget
I take the 96 bus to and from school every day. I have met so many different kinds of people on it and is	
so much faster than the metro!!! i love the bus drivers on my route and there are so many people that rely on it!!!!	Bus Service
I will happily pay for good service. I will not use a system that cuts the only bus routes I take. If I cannot	
take the R4 or G8 on the weekends to the metro station, why would I ever use it? Bus service is the	
feeder for metrorail!	Bus Service
Perhaps stoppong the numerous fare jumpers would go a long way. Today I saw no less than 5 fare	
jumpers. Why should those of us who are less agile have to pay? Additionally the lack of police and	
enforcement will only raise the crime rate (assualts and robberies). Do we really need a Bronx episode before something is done?	Fare Evasion/Safety/Crime
If you implement ANY of these changes, say goodbye to your ridership.	Miscellaneous
	Miscellaneous
Reduce service and increase fare so that metro pays for itself.	Fares/Fees/Parking
Please increase the N2 N4 N6 service especially on weekends - you cannot eliminate it. Current	
frequency is every 35 minutes which is too infrequent and not reliable (if one bus is not running then	
huge gap in service), reduces ridership even though buses are relatively busy. Increase to every 15 20	
minutes. Please keep the 96 key lifeline for us in NW DC, and dont cut the 31 33 they should run	Rus Sanisa
downtown - you need a bus running along Pennsylvania Ave Do more to catch and punish fair jumpers. It?s not fair that we always have to pay for their crimes.	Bus Service Fare Evasion/Safety/Crime
The buses east of the Anacostia River seem to always be on the chopping block but there are people	
here who take the 32 to work each day and have no other way to get work. Please reconsider making	
changes to the 32 line.	Bus Service
More Money needs to be put in a para transit in metro access.	MetroAccess
I rely completely on the H6 bus. On Sunday mornings, I need to use the H8 and my husband uses the	
G8 whenever the Brookland station is closed (which is pretty frequent).	Bus Service
Please know that all Metro employees and the service as a whole is doing an amazing job. I genuinely wish this situation is overcome soon!	Pail Caprica
This situation is overcome soon! This survey was structured entirely as a tradeoff between service cuts and fare increases, but future	Rail Service
surveys should include questions about other forms of revenue increases. I would prefer not to cut	
service because each time you cut service the system becomes less useful and less people ride it, which	
then forces additional cuts. I would prefer to decrease fares on metro, expand service and add	
additional sources of revenue. I would like a survey on adding a gas tax as a revenue source and	
reallocating resources from other areas of local government budgets.	Operating Budget, Management and Spending
more signage for fare discounts for marginalized communities, taller fare gates because there are a lot	
of unpaid fares even at stations with the new fare gates, don?t reduce service to close the metro before 10 pm	Fares/Fees/Parking
As much as possible, the Metrorail capital budget should NOT be used to fill budgetary holes in the	raies/rees/raiking
operating budget. The region passed the dedicated funding for capital expenditures so that WMATA	
could do the work of getting the system into a state of good repair.	Operating Budget, Management and Spending
I do not understand how cutting so many services would ever result in anything other than even more	
budget shortfalls in the future.	Operating Budget, Management and Spending
Eliminating or reducing service is a death spiral for any transit system. Fewer options force people to	Consider Lough
look for alternatives and they are less likely to return to the transit system if service improves I dont care why but these proposed service cuts are insane. It's not OUR fault there is a budget	Service Levels
shortfall, dont make us suffer.	Operating Budget, Management and Spending
Please keep the silver line. I need it to go to work	Miscellaneous
I don?t use metro often anymore because of the crime. I was almost stabbed one night on a train. Lots	
of people smoke weed in trains, trash the stations. There are no consequences - just jump the gate and	
break stuff! I want to see service cuts. I don?t want my tax dollars funding free transit for fare beaters.	
Until there is law enforcement in the system I?m not going to use it.	Bus Service
Frequent metro service is vital to me getting to and from work, to and from dc, and living my life.	Dell Carrier
Cutting service is bad and should be a last resort. Reducing service on 29K/N will be significantly detrimental to people traveling on the Duke St corridor,	Rail Service
particularly on weekends when Dash 30 is less frequent. I'm also concerned that my Metro station, Van	
Dorn, will be closed, which will basically mean I will need to drive to work and can't take public	
transportation anymore.	Rail Service
Name and shame every politician who causes the budget cuts to vote them out	Operating Budget, Management and Spending
Please do all required construction during times when Metro is closed. If operating times will be	
limited, there at least should not be service disruptions and hassles. Also: Do what other businesses do -	- Rus Sanira
increase fares if you must, and then make generous discounts available to those who qualify. Don't cut 11Y service.	Bus Service Service Levels
One day They will Bring back Old School Metrobuses on the regular Routes in DC Maryland and Va.	Bus Service
1 I said it wouldn't affect my riding Metrobus because I don't have any other options! It's either ride the	
bus or stay home. I don't want to stay home! 2 We would not be in this position if the Metrorail FARE	
EVASION On STEROIDS were Properly Addressed!! 3 Start using CharmPass instead of that Smartrip App	
which doesn't work very well anyway. I love CharmPass. I can get my Senior Discount on MARC and the	
MTA Commuter buses. It can be used for regular Transit fares in the MTA BaltimoreLink System. I am	
sure adding Smartrip wouldn't be a big deal. This includes Discount Passes too. Metro Frequency reduced will cause overcrowding. Traffic is bad enough and hard enough. Traveling by	Bus Service
car is too expensive and gas is getting too high. I would take the metro more.	Bus Service
Decreasing the accessibility and affordability of using the metro system decimates the ability of workers	
and tourists to efficiently navigate the city. It additionally increases the demands (and fares) of cabs,	
rideshare, and parking for people who must supplement because of WMATAs (lack of offerings) to fit	
their needs. Ridership is down due to the unreliability and dramtic pricing variance of traveling through	
the system. Consistent efficiencent schedules and flat rasonable fairs. WMATA should be the cheapest	
and fastest public transportation option for travelers in the dmv. It is neither.	Fares/Fees/Parking
No cuts to Metro rail service. No cuts in waiting times, no frequency cuts, no station closures, no	
closing earlier or opening later, no train turn backs. Metro needs to be getting to the goal where there are trains every 3-5 minutes on every line throughout the system. The idea of waits of 10-15 minutes is	
ridiculous and is a ridership killer. We need to do everything we can to increase frequency of trains and	
to increase ridership. While in London I was amazed to see a train every 1-3 minutes and Metro really	
needs to strive to do better. They should also go to war with the union. This union constantly holds	
metro back by keeping horrible employees working and they're driving up costs by being inflexible. I'd	
like to see fully automated trains in the future and I know these people will be an impediment to that.	Bus Service

Comment	Category
Cutting and reducing service will contribute to a negative experience which will create a negative	
feedback cycle leading to lower ridership. As long as Metro is reliable, I will take it. If it is unreliable and	Construction of the second s
wait times increase, I will pay extra to take rideshare or get others to drive me. Metro should be open later on weekends	Service Levels Bus Service
Maryland and Virginia need to commit more stable funding to a system that's a huge economic benefit	Bus Service
to the region. DC needs to make more disadvantageous for non-residents to use a car inside the city	
and favor the use of public transit whenever possible. Other things that would help are the following: 1.	
Change the fare system to a zone-based fare system, like for other metro systems around the world. 2.	
Simplify the pass system so that a single pass works on Metrorail, Metrobus and on the Maryland and	
Virginia bus routes that allow the use of Smartrip cards to pay fares. 2. Implement a more flexible	
system of monthly passes for both Metrorail and Metrobus: the current system is very rigid and not at	
all economically convenient (e.g. if I'm not going to the office EVERY day for the entire month, the	
monthly pass is more expensive than paying for single rides). 3. Allow for the option of multi-month	
passes, especially convenient for summer interns and students (e.g. 3 month passes for the summer). 3.	
Implement a YEARLY pass that's both flexible and economically convenient: if I could get a yearly (365	
day) pass for the price of 6 monthly passes, I'd do it on a whim.	Bus Service
Very sick of this. For the love of god it together. Service cuts are short sighted decisions that are going to harm the growth of the Region long term.	Miscellaneous
Many employers are requiring employees to return to office, local municipalities are pushing through	
initiatives to increase density in the DMV as well as build a new stadium in Virginia, and this does not	
support those needs. I will consider moving away from the DMV if metro service degrades to the point	
that I have to drive more frequently. One of the main reasons we chose to live in this area was because	
we would not have to drive often.	Bus Service
Thank you!	Miscellaneous
These changes would greatly reduce the utility of Metro. WMATA should prioritize maintaining service	
levels.	Rail Service
If everyone who used the bus and the metro paid for their rides, we may not need any fare increases or	
adjustments in schedules! I use both the Metro and buses in DC. I am tired of seeing people not paying	
their fares with no consequences! In France and many other countries in Europe, police check if people	
have paid for their passages. They board the trains and buses periodically. If someone has not paid,	Due Consist
they are fined.	Bus Service
T18 With my disability, it's hard enough to use metro, why should I pay more for less service? Elevators and	Bus Service
Escalators continuely break down. Accessibility is lacking EVERYWHERE. The disabled can never catch a	
break! Can you at least improve the accessibility standards before making drastic fare or service	
changes? Can we get that first? I'm so used to being let down. NOONE CARES UNTIL IT	
INCONVENIENCES YOU TOO.	Fares/Fees/Parking
I take the h2/h4 to work and home everyday. I am estimating at least 80% of riders do not pay their	
fare. Please, please do something about that. If that is just one bus route, cannot imagine all of the	Bus Service
If some bus routes must be eliminate reroute the surviving routes to provide as much coverage in areas	
where service was removed as possible. Do not simply eliminate routes; change the surviving routes to	
compensate for the lost service.	Bus Service
1 I said it wouldn't affect my riding Metrobus. The Deal is I HAVE NO OTHER OPTIONS! It's Metrobus or	
Stay Home! I don't wish to stay home! 2 Maybe we'd not be in this position it WMATA would Address	
the Metrorail FARE EVASION on STEROIDS! 3 Use something like MTA's CharmPass instead of that	
dumb Smartrip App which doesn't work that well anyway. I love CharmPass. I use it on MARC and the	
Commuter buses. It has a way to pay for the MTA BaltimoreLink System too. I don't see why WMATA	
couldn't add Smartrip to it as well. Please fight for a regional tax instead of service cuts.	Bus Service Bus Service
I use the metro to commute to work. A decrease in service and increase in prices would drastically	
	Bus Service
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know.	Bus Service Rail Service
deter me from using the metro system since my commute is longer on the metro vs driving.	
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know.	Rail Service
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around	Rail Service
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally, I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail.	Rail Service
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally, I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a	Rail Service
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally. I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends	Rail Service
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally. I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7 am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some	Rail Service
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally, I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This	Rail Service Miscellaneous
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally. I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public goods.	Rail Service
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally, I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public goods. Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities	Rail Service Miscellaneous
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally. I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public goods.	Rail Service Miscellaneous Operating Budget, Management and Spending
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally. I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7 am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public goods. Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities aren't penalized for others' wrongdoings. And consider offering discounts for regular ridership to	Rail Service Miscellaneous
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally, I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public goods. Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities aren't penalized for others' wrongdoings. And consider offering discounts for regular ridership to incentivise paying of fares and riding metrorail/bus. Thank you!	Rail Service Miscellaneous Operating Budget, Management and Spending
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally. I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public gods. Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities aren't penalized for others' wrongdoings. And consider offering discounts for regular ridership to incentivise paying of fares and riding metrorail/bus. Thank you! Increased rates will cause more gate jumping which continues to occur too frequently and needs to be	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally. I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public gods. Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities aren't penalized for others' wrongdoings. And consider offering discounts for regular ridership to incentivise paying of fares and riding metrorail/bus. Thank you! Increased rates will cause more gate jumping which continues to occur too frequently and needs to be addressed. Payers shouldn?t subsidize non-payers Get MD and VA to share costs. It is unfair to folks trying to get to and from work. Service cuts and line eliminations will lead to more income issues down the road	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Miscellaneous Fares/Fees/Parking Bus Service
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally. I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public goods. Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities aren't penalized for others' wrongdoings. And consider offering discounts for regular ridership to increative arwill cause more gate jumping which continues to occur too frequently and needs to be addressed. Payers shouldn?t subsidize non-payers Get MD and VA to share costs. It is unfair to folks trying to get to and from work. Service cuts and line eliminations will lead to more income issues down the road Fare increases should be tied to inflation rates.	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Miscellaneous Fares/Fees/Parking
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally, I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public goods. Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities aren't penalized for others' wrongdoings. And consider offering discounts for regular ridership to increased: rates will cause more gate jumping which continues to occur too frequently and needs to be addressed. Payers shouldn?t subsidize non-payers Get MD and VA to share costs. It is unfair to folks trying to get to and from work. Service cuts and line eliminations will lead to more income issues down the road Fare increases should be tied to inflation rates. I would prefer the budget be made through fare increases than service cuts; reduced frequency is much	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally. I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public gods. Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities aren't penalized for others' wrongdoings. And consider offering discounts for regular ridership to incretivise paying of fares and riding metrorail/bus. Thank you! Increased rates will cause more gate jumping which continues to occur too frequently and needs to be addressed. Payers shouldn?t subsidize non-payers Get MD and VA to share costs. It is unfair to folks trying to get to and from work. Service cuts and line eliminations will lead to more income issues down the road Fare increases should be tied to inflation rates. I would prefer the budget be made through fare increases than service cuts; reduced frequency is much more of a deterrent to riding than the former.	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Operating Budget, Management and Spending
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally. I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail 1 do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public gods. Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities aren't penalized for others' wrongdoings. And consider offering discounts for regular ridership to incentivise paying of fares and riding metrorail/bus. Thank you! Increased rates will cause more gate jumping which continues to occur too frequently and needs to be addressed. Payers shouldn?t subsidize non-payers Get MD and VA to share costs. It is unfair to folks trying to get to and from work. Service cuts and line eliminations will lead to more income issues down the road Fare increases should be tied to inflation rates. I would prefer the budget be made through fare increases than service cuts; reduced frequency is much more of a deterrent to riding than the former. Please do a much better job of catching the people who jump the gates!	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally, I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 2m on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public goods. Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities aren't penalized for others' wrongdoings. And consider offering discounts for regular ridership to increative are swill cause more gate jumping which continues to occur too frequently and needs to be addressed. Payers shouldn?t subsidize non-payers Get MD and VA to share costs. It is unfair to folks trying to get to and from work. Service cuts and line eliminations will lead to more income issues down the road Fare increases should be tied to inflation rates. I would prefer the budget be made through fare increases than service cuts; reduced frequency is much more of a deterrent to riding than the former. Please do a much better to fine those who jump the gates! I think it would be better to fine those who jump the turnstiles and avoid paying. I see this everyday	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Operating Budget, Management and Spending Fare Evasion/Safety/Crime
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally, I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7 am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public goods. Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities aren't penalized for others' wrongdoings. And consider offering discounts for regular ridership to increated rates will cause more gate jumping which continues to occur too frequently and needs to be addressed. Payers shouldn?t subsidize non-payers Get MD and VA to share costs. It is unfair to folks trying to get to and from work. Service cuts and line eliminations will lead to more income issues down the road Fare increases should be tied to inflation rates. I would prefer the budget be made through fare increases than service cuts; reduced frequency is much more of a deterrent to riding than the former. Please do a much better job of catching the people who jump the gates! think it would be better to bine those who jump the turnstiles and avoid paying. I see this everyday and no one does anything to make the people pay.	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Operating Budget, Management and Spending
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally. I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public gods. Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities aren't penalized for others' wrongdoings. And consider offering discounts for regular ridership to incentivise paying of fares and riding metrorail/bus. Thank you! Increased rates will cause more gate jumping which continues to occur too frequently and needs to be addressed. Payers shouldn?t subsidize non-payers Get MD and VA to share costs. It is unfair to folks trying to get to and from work. Service cuts and line eliminations will lead to more income issues down the road Fare increases should be tied to inflation rates. I would prefer the budget be made through fare increases than service cuts; reduced frequency is much more of a deterrent to riding than the former. Please do a much better job of catching the people who jump the gates! I think it would be better to fine those who jump the turnstiles and avoid paying. I see this everyday and no one does anything	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Operating Budget, Management and Spending Fare Evasion/Safety/Crime
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally. I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail 1 do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public goods. Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities aren't penalized for others' wrongdoings. And consider offering discounts for regular ridership to increative paying of fares and riding metrorail/bus. Thank you! Increased rates will cause more gate jumping which continues to occur too frequently and needs to be addressed. Payers shouldn?t subsidize non-payers Get MD and VA to share costs. It is unfair to folks trying to get to and from work. Service cuts and line eliminations will lead to more income issues down the road Fare increases should be tied to inflation rates. I would prefer the budget be made through fare increases than service cuts; reduced frequency is much more of a deterrent to riding than the former. Please do a much better job of catching the people who jump the gates! I think it would be better to fine those who jump the turnstiles and avoid paying. I see this everyday and no one does anything t	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Operating Budget, Management and Spending Fare Evasion/Safety/Crime
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally. I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public gods. Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities aren't penalized for others' wrongdoings. And consider offering discounts for regular ridership to incentivise paying of fares and riding metrorail/bus. Thank you! Increased rates will cause more gate jumping which continues to occur too frequently and needs to be addressed. Payers shouldn?t subsidize non-payers Get MD and VA to share costs. It is unfair to folks trying to get to and from work. Service cuts and line eliminations will lead to more income issues down the road Fare increases should be tied to inflation rates. I would prefer the budget be made through fare increases than service cuts; reduced frequency is much more of a deterrent to riding than the former. Please do a much better job of catching the people who jump the gates! I think it would be better to fine those who jump the turnstiles and avoid paying. I see this everyday and no one does anything	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Operating Budget, Management and Spending Fare Evasion/Safety/Crime
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally, I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 2m on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public goods. Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities aren't penalized for others' wrongdoings. And consider offering discounts for regular ridership to increative paring of fares and riding metrorail/bus. Thank you! Increased rates will cause more gate jumping which continues to occur too frequently and needs to be addressed. Payers shouldn?t subsidize non-payers Get MD and VA to share costs. It is unfair to folks trying to get to and from work. Service cuts and line eliminations will lead to more income issues down the road Fare increases should be tied to inflation rates. I would prefer the budget be made through fare increases than service cuts; reduced frequency is much more of a deterrent to riding than the former. Please do a much better to fine those who jump the turnstiles and avoid paying. I see this everyday and no one does anything to make the people who jump the gates! I think it would be better to fine t	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Operating Budget, Management and Spending Fare Evasion/Safety/Crime
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing stations, you are making sure we have no way to get around Personally. I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail 1 do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public gods. Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities aren't penalized for others' wrongdoings. And consider offering discounts for regular ridership to incentivise paying of fares and riding metrorail/bus. Thank you! Increased rates will cause more gate jumping which continues to occur too frequently and needs to be addressed. Payers shouldn't subsidize non-payers Get MD and VA to share costs. It is unfini to folks trying to get to and from work. Service cuts and line eliminations will lead to more income issues down the road Fare increases should be tied to inflation rates. I would prefer the budget be made through fare increases than service cuts; reduced frequency is much more of a deterrent to riding than the former. Please do a much better job of catching the people who jump the gates! I think it would be better to fine those who jump the turnstiles and avoid paying. I see this everyday and no one does anything	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Operating Budget, Management and Spending Fare Evasion/Safety/Crime
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing stations, you are making sure we have no way to get around Personally, I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail 1 do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public gods. Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities aren't penalized for others' wrongdoings. And consider offering discounts for regular ridership to incentivise paying of fares and riding metrorail/bus. Thank you! Increased rates will cause more gate jumping which continues to occur too frequently and needs to be addressed. Payers shouldn't subsidize non-payers Get MD and VA to share costs. It is unfair to folks trying to get to and from work. Service cuts and line eliminations will lead to more income issues down the road Fare increases should be tied to inflation rates. I would prefer the budget be made through fare increases than service cuts; reduced frequency is much more of a deterrent to rifing than the former. Please do a much better job of catching the people who jump the gates! I think it would be better to fine those who jump the turnstiles and avoid paying. I see this everyday and no en does anything t	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Operating Budget, Management and Spending Fare Evasion/Safety/Crime
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally, I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public goods. Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities aren't penalized for others' wrongdoings. And consider offering discounts for regular ridership to increated rates will cause more gate jumping which continues to occur too frequently and needs to be addressed. Payers shouldn't subsidize non-payers Get MD and VA to share costs. It is unfair to folks trying to get to and from work. Service cuts and line eliminations will lead to more income issues down the road Fare increases should be tied to inflation rates. I would prefer the budget be made through fare increases than service cuts; reduced frequency is much more of a deterrent to riding than the former. Please do a much better job of catching the people pay. While I would not enjoy higher fares, dependable service is much more important to me than price increases. I am probably able to a sorb fare increases better than others, though I may opt to take trips like	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Operating Budget, Management and Spending Fare Evasion/Safety/Crime
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing stations, you are making sure we have no way to get around Personally, I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public goods. Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities aren't penalized for others' wrongdoings. And consider offering discounts for regular ridership to increative paying of fares and riding metrorail/bus. Thank you! Increased rates will cause more gate jumping which continues to occur too frequently and needs to be addressed. Payers shouldn?t subsidize non-payers Get MD and VA to share costs. It is unfair to folks trying to get to and from work. Service cuts and line eliminations will lead to more income issues down the road Fare increases should be tied to inflation rates. I would prefer the budget be made through fare increases than service cuts; reduced frequency is much more of a deterrent to riding than the former. Please do a much better job of catching the people who jump the gates! I think it would be better to fine those who jump the turnstiles and avoid paying. I see this everyday and no en does anything	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Operating Budget, Management and Spending Fare Evasion/Safety/Crime Miscellaneous
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally, I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public goods. Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities aren't penalized for others' wrongdoings. And consider offering discounts for regular ridership to increativise paying of fares and riding metrorail/bus. Thank you! Increased rates will cause more gate jumping which continues to occur too frequently and needs to be addressed. Payers shouldn?t subsidize non-payers Get MD and VA to share costs. It is unfair to folks trying to get to and from work. Service cuts and line eliminations will lead to more income issues down the road Fare increases should be tied to inflation rates. I would prefer the budget be made through fare increases than service cuts; reduced frequency is much more of a deterrent to riding than the former. Please do a much better job of catching the people who jump the gates! I think it would be better to fine those who jump the turnstiles and avoid paying. I see this everyday and no edoes anything t	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Operating Budget, Management and Spending Fare Evasion/Safety/Crime Miscellaneous Bus Service Bus Service Miscellaneous
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing stations, you are making sure we have no way to get around Personally. I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public gods. Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities aren't penalized for others' wrongdoings. And consider offering discounts for regular ridership to incentivise paying of fares and riding metrorail/bus. Thank you! Increased rates will cause more gate jumping which continues to occur too frequently and needs to be addressed. Payers shouldn't subsidize non-payers Get MD and VA to share costs. It is unfini to folks trying to get to and from work. Service cuts and line eliminations will lead to more income issues down the road Fare increases should be tied to inflation rates. I would prefer the budget be made through fare increases than service cuts; reduced frequency is much more of a deterrent to riding than the former. Please do a much better job of catching the people pay. While I would not enjoy higher fares, dependable service is much more important to me than price increases. I am probably able to absorb fare	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Operating Budget, Management and Spending Fares/Fees/Parking Operating Budget, Management and Spending Fare Evasion/Safety/Crime Miscellaneous Bus Service
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally. I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail 1 do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public goods. Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities aren't penalized for others' wrongdoings. And consider offering discounts for regular ridership to incentivise paying of fares and riding metrorail/bus. Thank you! Increased rates will cause more gate jumping which continues to occur too frequently and needs to be addressed. Payers shouldn?t subsidize non-payers Get MD and VA to share costs. It is unfair to folks trying to get to and from work. Service cuts and line eliminations will lead to more income issues down the road Fare increases should be tied to inflation rates. I would prefer the budget be made through fare increases than service cuts; reduced frequency is much more of a deterrent to rifing than the former. Please do a much better job of catching the people who jump the gates! I think it would be test to fine those who jump the turnstiles and avoid paying. I see this everyday and no one does anything to	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Operating Budget, Management and Spending Fare Evasion/Safety/Crime Miscellaneous Bus Service Bus Service Miscellaneous
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally. I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public goods. Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities aren't penalized for others' wrongdoings. And consider offering discounts for regular ridership to increative paying of fares and riding metrorail/bus. Thank you! Increased rates will cause more gate jumping which continues to occur too frequently and needs to be addressed. Payers shouldn?t subsidize non-payers Get MD and VA to share costs. It is unfair to folks trying to get to and from work. Service cuts and line eliminations will lead to more income issues down the road Fare increases should be tied to inflation rates. I would prefer the budget be made through fare increases than service cuts; reduced frequency is much more of a deterrent to riding than the former. Please do a much better job of catching the people who jump the gates! I think it would be better to fine those who jump the turnstiles and avoid paying. I see this everyday and no one does anything to	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Operating Budget, Management and Spending Fare Evasion/Safety/Crime Miscellaneous Bus Service Bus Service Miscellaneous
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally, I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public goods. Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities aren't penalized for others' wrongdoings. And consider offering discounts for regular ridership to increative paying of fares and riding metrorail/bus. Thank you! Increased rates will cause more gate jumping which continues to occur too frequently and needs to be addressed. Payers shouldn?t subsidize non-payers Get MD and VA to share costs. It is unfair to folks trying to get to and from work. Service cuts and line eliminations will lead to more income issues down the road Fare increases should be tied to inflation rates. I would prefer the budget be made through fare increases than service cuts; reduced frequency is much more of a deterrent to riding than the former. Please do a much better to fine those who jump the gates! I think it would be better to fine those who jump the turnstiles and avoid paying. I see this everyday and no one does anything to make the p	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Operating Budget, Management and Spending Fares/Fees/Parking Operating Budget, Management and Spending Fare Evasion/Safety/Crime Miscellaneous Bus Service Miscellaneous Service Bus Service Service Miscellaneous Service
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing statins, you are making sure we have no way to get around Personally, I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends whereas other forms of transit (Amtrak) have plenty of trains before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befitting a public service nor is it asked upon public utilities or other public goods. Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities aren't penalized for others' wrongdoings. And consider offering discounts for regular ridership to incentivise paying of fares and riding metrorail/Jous. Thank youl Increased rates will cause more gate jumping which continues to occur too frequently and needs to be addressed. Payers shouldn't subsidize non-payers Get MD and VA to share costs. It is unfair to folks trying to get to and from work. Service cuts and line eliminations will lead to more income issues down the road Fare increases should be tied to inflation rates. I would prefer the budget be made through fare increases than service cuts; reduced frequency is much more of a deterrent to riding than the former. Please do a much better job of catching the people who jump the gates! I think it would be better to fine those who jump the turnstiles and avoid paying. I see this everyday and no one does anythin	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Miscellaneous Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Operating Budget, Management and Spending Fare Evasion/Safety/Crime Miscellaneous Bus Service Miscellaneous
deter me from using the metro system since my commute is longer on the metro vs driving. What are the 10 stations that are closeing. I would like to know. By closing stations, you are making sure we have no way to get around Personally, I believe that Metrorail stations should be kept open at all costs, even if it means cutting some bus routes. This is because cities and municipalities like Arlington, Fairfax, etc. can augment the lack of bus routes with their own bus systems but realistically, there is no alternatives for the Metrorail. I do support keeping the stations open earlier even if it means having them close earlier since a common complaint I have had about the Metrorail system is that it opens at 7am on the weekends whereas other forms of transit (Amtrak) have plenty of trans before then. Finally however, I think some effort should be placed by WMATA to remove the need for a balanced budget to begin with. This requirement is not befiting a public service nor is it asked upon public utilities or other public goods. Do better making everyone pay the correct fare, so that the folks who actually pay to use the facilities aren't penalized for others' wrongdoings. And consider offering discounts for regular ridership to increaseit rates will cause more gate jumping which continues to occur too frequently and needs to be addressed. Payers shouldn?t subsidize non-payers Get MD and VA to share costs. It is unfair to folks trying to get to and from work. Service cuts and line eliminations will lead to more income issues down the road Fare increases should be tied to inflation rates. I would prefer the budget be made through fare increases than service cuts; reduced frequency is much more of a deterrent to riding than the former. Please do a much better to fine those who jump the gates! I think it would be better to fine those who jump the turnstiles and avid paying. I see this everyday and no edoes anything to make the people ay. While I would not enjoy higher fares, dependable service i	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Operating Budget, Management and Spending Fares/Fees/Parking Operating Budget, Management and Spending Fare Evasion/Safety/Crime Miscellaneous Bus Service Bus Service Service Bus Service Service Bus Service Bus Service Service

Commont	Calanami
Comment	Category
I am retired and can be flexible in riding the Metro. I hope that we can maintain adequate service for	
all those riding the metro to get to and from work, with special emphasis on ensuring that low income workers are not disenfranchised.	Fares/Fees/Parking
Fare prices should increase, and the governments should provide subsidies for low-income families in	rares/rees/rarking
the region. More exploratory work needed to consolidate redundant processes (e.g., multiple	
departments tracking external CAPS in separate software tools and identify opportunities to enforce	
the management of inventory in the Maximo system and enforce warranties compliance to reduce	
substantial costs.	Operating Budget, Management and Spending
Serve the community.	Miscellaneous
Instead of reducing service on all lines, reduce it on the lines that has the most underused stations	
(Silver Line). Reduce the train service but run the Yellow Line back to Greenbelt so that the turnaround	
at Mt Vernon Square no longer exists. It's causing a lot of backups on both sides of the tracks. It's okay	
to decrease service on the Metrobus routes but to eliminate routes altogether, especially to	
underserved communities, is horrible. How will students get to school in DC if routes are eliminated? I am not in a position where a small increase in fare will impact my travel choices. What will is the	Bus Service
availability of routes and connections. Please make cutting service your last option.	Bus Service
I take the metro to work and everyday I see multiple people jumping over the turnstile and not paying	Bus Service
anything, often when there is a metro officer standing by, who does nothing. Either install turnstiles	
that are harder to evade fairs, or start enforcing. Metro is abrogating its responsibility to not do	
anything about the fair evaders. What incentive, besides being an honest person, is there to pay the	
fair when others simply hop over or walk through the turnstile at the end? It's totally not fair. Maybe	
you can provide the fair skippers with a subsidized pass, mostly they just don't want to pay. And to hike	
up the rates for people who do pay, that's crazy.	Rail Service
The trains are absolutely packed on weekday mornings. Please don't put us through this whole thing	
again. The \$2 fee after 9:30pm and on weekends has been a godsend. I was on the verge of selling my	
car because of inflation and rising insurance rates. To see this proposal for severe cuts now is shocking	
and very concerning and upsetting. If Metro insists on going through with this, we'll all have to	Rail Service
collectively think about switching to jobs that do not require us to commute every day. Thank you for inviting public input. I just moved to DC and I moved here because of the transit system.	
I'd rather not drive or pay for a rideshare when I can take public transit. Our living costs have gone up	
and saving on transit it one way to balance our budget. Maybe if the high school students used their	
passes more often (instead of jumping the turnstiles), we would have better data and could justify the	
costs for Metro.	Operating Budget, Management and Spending
this constant lack of funding is absurd in my opinion, Metro is the pumping blood of the capital of this	
country yet it lacks funding just to operate day-to-day operations. Metro should cover so much more of	
the DC area than it currently does, and it's embarrassing how impractical it is to take the metro	
anywhere in DC besides the the national mall, GWU, and federal offices.	Capital Budget
These proposed changes are drastic. I would prefer more modest cuts to service combined with modest	
fare increases. The unions also need to pitch in.	Fares/Fees/Parking
At Tysons Corner Station I notice almost none of the younger riders pay. Reduce fare evasion would be	
the best solution. Wherever rail service reductions are necessary, I would suggest allocating higher capacity vehicles to	Fare Evasion/Safety/Crime
the routes that are seeing reduced service intervals, in order to alleviate the crowding generated by	
longer headways. If fewer trains are being run, then more of them can be eight-car trains. This	
(combined with some coordinating signage) would encourage people to spread out along the station	
platform, reducing crowding thereon as well as the crowding on the train cars themselves. Reducing a	
bus service is much worse than reducing a train service, as buses tend to serve communities that are	
already economically disadvantaged, whose residents often don't have reliable personal	
transportation. A bus going from half-hourly to hourly service will have a severe impact on citizens in its	
catchment area?disrupted schedules will lead to lost sleep, reduced family time, and possibly loss of	
employment. Furthermore, the crowding at bus stations cannot be alleviated by lengthening	
buses?there are only so many long wheelbase and/or articulated buses in Metrobus's fleet, and what	
little capacity they add would not account for the increase in crowing caused by less frequent service.	
Furthermore, buses contribute significantly to reducing congestion on roadways where they operate. If any bus service is to be canceled, it ought to be any bus service whose passengers are (demographically	
speaking) wealthy enough to operate a personal motor vehicle and who would likely take the region's	
toll roads on their commute. As some of the toll road money feeds back into the public transportation	
systems of the area, this would help public transit to remain an instrument of equity, and not	Bus Service
I think that reducing service on all rail and bus lines is a terrible choice. Reducing the frequency of trains	
and closing metro at 10pm will only make the current issues worse. I know for me, personally, this will	
cause me delays in getting to and from work during the week and make me more likely to either	
purchase a car or turn to other modes of more reliable transportation.	Bus Service
Metro should address the budget deficit through fare increases or instituting turn backs (Stadium	
Armory, Grosvenor, etc.) whenever possible to preserve the most frequency in the core of the system.	Operating Budget, Management and Spending
Preserving train frequency for weekday commuters (orange line particularly) is priority one, along with	
rail infrastructure investments to make this possible. Fare evasion reduction changes are great, but still	
not in effect at downtown DC stations I see this at every day (Eastern Market I specifically have in mind). Uniformed personnel just seem like they?re there to prevent fights, having never stopped	
anyone when I am there.	Fare Evasion/Safety/Crime
I?d rather pay more for quality service than less for worse service. Paying more for less service is going	n are Evasion/sarety/chille
to tank the system. I know you need help from governments, and I hope you get it, but you have steps	
you can take.	Service Levels
You guys rock	Miscellaneous
Fate increases are never popular, and may be necessary, but WMATA really needs to consider increases	
only at the top end of possible fares. Making metro more expensive to use across the board will make it	
pointless for short trips (1-2 station trips, for example). I frequently take blue from Braddock to Van	
Dorn, paying \$2.55 each way. Bumping this up any further will probably make me just drive as it will no	
longer be price efficient. But I would still go Braddock-DC with an extra \$0.50 on each trip Just	
something to consider here that across-the-board fare increases might not be the proper answer.	Fares/Fees/Parking
Everything is very bad on the metro and buses; it's disgusting to get on the buses and metro. Please do not dismantle, defund ,or disrupt the vital mission that we provide the communities that we	Bus Service
Please do not dismantie, defund ,or disrupt the vital mission that we provide the communities that we serve.	Miscellaneous
Con una tarfa justa y un servicio de excelencia estaremos bien px los momentos nos fallan con el	
transporte en estos momentos estamos esperando el t14 o no pasa o paso antes deben notificar asÂj	
uno busca otro medio	Bus Service
	•

Comment	Category
You need to extend service on the yellow line from Mt. Vernon Sq all the way up to Greenbelt again. As	
a commuter, I am constantly having to wait for very long segments of yellow line trains to finally get a green line train that can get me to U Street. It makes no sense for the line to just end in the middle of	
DC when there are so many people who live in the northern neighborhoods of DC that are forced to	
transfer and further extend their commute just because the Metro decided to make this change when	
it was working just fine before. Providing yellow line service through Greenbelt would better serve the	
public in providing more frequent service where the need for an unnecessary transfer can save people	
from added time commuting and stress.	Rail Service
Very good service. The only thing needed is cleaning inside the metros. Many people urinate inside, and	
then it smells like urine. Thank you. There needs to be a push for people to retire only. Thats the budget at. Too many people in one	Bus Service Operating Budget, Management and Spending
I do not know how any body can propose a wage freeze during these inflationary times. Maybe you do	
not go grocery shopping or need to buy an automobile. Or maybe you have no idea about raising	
children and the costs involved in doing so.	Fares/Fees/Parking
Always give priority to the vulnerable and working class, as we all need underground transportation,	
fairness, and support for those with low or minimum wages.	Operating Budget, Management and Spending
Ya?ll wasting my time an causing me unnecessary expenses. Fuc all ya?ll mantime especially ya?ll	A 45 11
drivers. Except the one bad one that be on g12 They are fine.	Miscellaneous Miscellaneous
Wo whom this may concern, There are MANY students who use the N2 and N4 bus lines during the	
week days to get to school from Wesley Heights/Spring Valley neighborhoods down to Hardy Middle	
School. Please do not reduce the times or cut these lines. It is vital for school kids to be able to get	
to/from school and reduces cars on the road during that hectic hour of morning and night. Please do	
NOT reduce these lines for our kid's sake. Thank you for considering thisAnnie Schwendinger	
Washington DC parent of 3 DCPS students who use the WMATA bus lines on a daily basis	Bus Service
Budget cuts will make an already unsafe transit system even worse. Less trains, more people crowded into trains. The unboused community is trying to stay warm and I sympathize with that, but should we	
into trains. The unhoused community is trying to stay warm and I sympathize with that, but should we be harassed when we are just tryin to get to/ from work? I stopped riding because I don?t feel safe. The	
young people are unruly and disrespectful. It?s just a mess!	Operating Budget, Management and Spending
It's not precise on some occasions, but it's efficient.	Miscellaneous
A4 is trash why send one bus knowing there are 2 routes ahead ft drum and anacoatia station the wait	
is always long	Bus Service
For some of the Metrobus routes that are proposed to be discontinued, they can be transferred to local	
transit agencies in order to cut down on operational costs. For example, route Z2 can be transferred to	
Montgomery County?s Ride On and the 17s/18s/1C/2B in VA can be transferred to Fairfax County?s Fairfax Connector. That way, no riders will be left behind.	Bus Service
Hello, good morning. For me, the vouchers don't work at the right time; they always come late or one	bus service
right after the other, so we have to wait longer for another to come. Apart from that, everything is fine.	Bus Service
It should not good up no more	Miscellaneous
Before increasing the fare, perhaps you should fix the problem/s within Metro. Buses never run on time	
or the trains. There?s always closing of stations etc because of some issue. I?m strongly considering	
getting a vehicle.	Bus Service
It would be devastating to eliminate the N4 and N6 metro buses on the weekends. Many use these	
buses as a means to get to work and will have to find alternative employment if those routes are cut. Also, there is still plenty of progress that can be made relating to fair evasion. As someone who	
regularly rides the metro, I still routinely see people jumping the pay gates. This is also done right by	
metro employees who choose to ignore it. More efforts can be made to cut down on this. This is one	
example of something that should be done prior to any cuts are implemented.	Bus Service
It would be magnificent if the charging were fair, but there are preferences. Latinos are forced to pay,	
while others are not. Fare evasion on busses is rampant. Drivers make no effort to deny service to those unwilling to pay.	Miscellaneous
This not only creates a bigger budget shortfall, but fosters and encourages a culture of theft,	
entitlement, lack of civic responsibility, and lack of any sense of ownership or responsibility for the	
condition of the busses themselves or the quality of the service for fellow riders among the ridership.	
This has to stop. Empower bus drivers to refuse service. Make it part of their job to do so. Their apathy	
only encourages more evasion.	Operating Budget, Management and Spending
The P6 bus line is the closest and most convenient line for my family to access travel to	
work/downtown as well as Navy Yard and the 52 bus is the other line I take to work. Eliminating these lines would be extremely inconvenient for me as I take them daily. Lalso use the 32/36 line to go to the	
lines would be extremely inconvenient for me as I take them daily. I also use the 32/36 line to go to the grocery store and visit capitol hill. I hope WMATA will continue these lines. Thank you.	Bus Service
Why not instead of increase fares crack down more on fare evaders and demand Virginia pay fare share	
or cut service to Dulles International Airport.	Fares/Fees/Parking
I was halfway through the survey when I came to the question ?would you prefer metro to address its	
deficit by increasing fares or decreasing service,? which I was really annoyed by. Metro should neither	
increase fares nor decrease service, since metro is an essential resource in DC and beyond. It?s	
disingenuous to shoehorn respondents into that question so that you have ?evidence? that ANYONE wants to pay more or go fewer places. There would be more money in the city if the Bowser admin	
(and surrounding jurisdictions) were less generous with police and real estate developers and high end	
restaurant lobbies and more generous with the many more ordinary, unrich ppl they have the honor of	
serving. If there?s a deficit it?s because rich pirates have been raiding our cities? budgets for decades,	
why don?t we put a stop to that instead of surveying ppl using a sliding scale to see if they want to get	
kicked more in the teeth or kicked more in the butt	Operating Budget, Management and Spending
I am deeply disappointed by the proposed budget and fare and service changes for the Washington Metro. The Metro is a vital public service that should be accessible to all regardless of income. It is	
Metro. The Metro is a vital public service that should be accessible to all, regardless of income. It is unacceptable that we are even considering raising fares when the Metro should ideally be free for all	
users. Furthermore, it is outrageous that the Metro service remains inefficient and slow. Commuters	
should not have to endure nearly 1.5 hours of travel time from Ashburn to Washington DC. To address	
these issues, it is imperative that the Metro invests in faster cars and improves service frequency.	
Passengers should not be subjected to lengthy wait times and overcrowded trains. Additionally, it is	
crucial to prioritize fair wages for Metro workers to ensure their retention and job satisfaction.	
Adjusting their pay to reflect the cost of living in the area is essential for their well-being and the overall quality of service provided. I urge the Washington Metro to reconsider its proposed budget and fare	
changes, prioritizing affordability, efficiency, and fair wages for its workers. Access to reliable and	
affordable public transportation is a fundamental right that should not be compromised.	Operating Budget, Management and Spending
I believe that Metro should cease the practice of allowing Federal employees in the NCR to use 60%	
Veteran Disability rates when using Smartbenefits from teh federal government as the means of	
payment for thier commute. The Federal Agencies are saving money on commuting for there	
EMPLOYED Civilians or Military negativly impacting METRO budgeting while saving teh government	
money through this loophole. I would mandate that a full fare card is required for employees using smartbenefits provided by federal agency!.	Operating Budget, Management and Spending

Comment	Category
Given the proposed increases in fares, parking, and the reduction in service. It would increase the time	
to commute and cost of commute to the point where it is faster and less expensive to drive into metro	
center from Glenmont and pay for parking daily. Following the previous fare increases from FY 2024,	
the cost to commute to metro center plus parking already costs more than driving and parking. I	
commute daily into DC from Glenmont. Paying over \$400 a month to public transit is ridiculous. These	
increases would make me highly consider finding new employment closer to home rather than take	Fares/Fees/Parking
Metro and the three jurisdictions (DC, MD, and VA) need to find a way to dedicate funding for Metro so	
we don't have to go through the annual budget drama. The spectre of service cuts and fare hikes signal	
a death spiral for public transit in the DC area. Those who can find other alternatives to public transit	
will, and that means more cars on the roads and more calls for wideing and expanding roads. I also	
don't want to lose my busthe G12, and I am sure riders all over the Metro area would say the same	
thing about the buses on the chopping block. Come on people, we should be able to do better than	Operating Budget, Management and Spending
Typical yearly cycle. Claim a shortage, threaten to raise fares and cut service, people revolt, funding	
granted, WMATA continues to waste money. Repeat.	Capital Budget
The States of Maryland and Virginia, and the District of Columbia, collectively, must support Metro	
unreservedly. They must structure this support on the basis of relative demand for Metro service within	
their respective territories. They must accept their collective responsibility without allowing it to	
become a political football. Without responsible leadership, there is no vision.	Rail Service
1)Z6 weekday services currently runs every 30 minutes. I would appreciate if we could have more	
frequent buses. 2) Please hire bus drivers who have a good attitude. Some can be very rude. 3) Bus	
drivers need to enforce riders to not eat and leave their trash in the buses, as well as enforce not	
putting their phones on speaker mode to disturb other passengers. Many thanks.	Bus Service
1. WMATA must avoid increasing wait times for Metrorail AT ALL COSTS. As a downtown resident, I can	
tell you that a 15 minute wait for Metrorail would effectively render WMATA useless for me. In the case	
of 15 minute wait times, other options such as last-mile bike and scooter, or even walking, would be	
more efficient for me. I am not going to wait for a train from Foggy Bottom to Metro Center when I can	
simply rent an electric bike on any block outside my West End apt. WMATA should decrease Metrorail	
frequency as a last resort and prioritize increasing fares, cutting Metrobus, or cutting stations outside	
of D.C. proper before resorting to ANY decreased frequency in Metrorail, particularly downtown. 2.	
WMATA should prioritize keeping Metrorail stations in D.C. proper open past midnight ? do NOT end	
service at 10pm. I frequently use Metrorail in the late evening hours, and I believe cutting back on late	
night service would make it much more difficult to travel throughout the city, as well as put people in	
danger due to the surge in crime?people need a way to get home safely!! 3. If cuts in Metrobus stations	
or service; or increase in Metrobus fares can be used to prevent cuts to stations or service on Metrorail,	
I believe Metrorail should be prioritized over Metrobus. Metrorail is the pride of our city and is well-	
know as one of the best transit systems in the country. Decreasing frequency and cutting hours would	
confine Metrorail to a second or third-tier transit system. A strong subway system distinguishes D.C.	
from most other cities in the country and we should protect our leadership in this area!! 4. As a D.C.	
resident who takes advantage of my location near the Dupont Circle Metro on a daily basis by using the	
Red Line, I support the proposed Red Line switchbacks. I believe it is important to have high frequency	
for downtown stations.	Bus Service
2 things: 1) part of what?s causing people to drive instead of take Metro is gas prices are relatively low	
right now. It would make a lot of sense for Metro to try to secure funding through a gas tax/ tolls, since	
it?s the very service that?s offsetting the negative impacts of driving. It would have the added benefit	
of increasing ridership as well as generating funds. 2) As long as low-income riders who depend on	
metro are covered by some program, I think people can handle fare increases more than they can	
handle decreases in service. Most complaints I hear about the metro have to do with long trip times,	
not going to where people need to go, possible delays, and it being less comfortable than being in your	Consider Durdant
own car. I have never heard anybody say it was too expensive.	Capital Budget
21C bus	Bus Service
122. 20 and DC are existent for children to the commute to exhect and must be maintain for these	
32, 36 and D6 are critical for children trying to commute to school and must be maintain for these	
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any	Due Camina
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes.	Bus Service
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in Sw Waterfront	Bus Service Bus Service
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in Sw Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the	Bus Service
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in Sw Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don't have a car rely on the 89M and 27 express to silver spring	
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in Sw Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don?t have a car rely on the 89M and 27 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I	Bus Service Bus Service
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in Sw Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don?t have a car rely on the 89M and 27 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries	Bus Service
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in Sw Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don?t have a car rely on the 89M and Z7 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both	Bus Service Bus Service
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in SW Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don?t have a car rely on the 89M and 27 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay	Bus Service Bus Service
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in Sw Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don?t have a car rely on the 89M and Z7 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with	Bus Service Bus Service
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in SW Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don't have a car rely on the 89M and Z7 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, I still do not have 100%	Bus Service Bus Service
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in SW Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don?t have a car rely on the 89M and 27 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the 06 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, Istill do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could	Bus Service Bus Service Rail Service
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in SW Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don?t have a car rely on the 89M and Z7 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, I still do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could go to that, I would be supportive	Bus Service Bus Service Rail Service Operating Budget, Management and Spending
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in SW Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don?t have a car rely on the 89M and Z7 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the CUrrent pricing structure. As a side note, I still do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could go to that, I would be supportive A real SHTTTT	Bus Service Bus Service Rail Service
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in SW Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don't have a car rely on the 89M and Z7 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, I still do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could go to that, I would be supportive A real SHTTTT A solution you have not proposed is reducing service but actually running the trains on a schedule.	Bus Service Bus Service Rail Service Operating Budget, Management and Spending
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in SW Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don?t have a car rely on the 89M and Z7 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, I still do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could go to that, I would be supportive A real SHTTTT A solution you have not proposed is reducing service but actually running the trains on a schedule. Metro service	Bus Service Bus Service Rail Service Operating Budget, Management and Spending
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in SW Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don?t have a car rely on the 89M and Z7 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, I still do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could go to that, I would be supportive A real SHTTTT A solution you have not proposed is reducing service but actually running the trains on a schedule. Many other cities have commuter rail that runs less often, but on a predictable schedule. Metro service is erratic, which means that if trains are only offered every 20-30 minutes and I arrive at a station just	Bus Service Bus Service Rail Service Operating Budget, Management and Spending
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in SW Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don't have a car rely on the 89M and Z7 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, I still do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could go to that, I would be supportive A real SHITITT A solution you have not proposed is reducing service but actually running the trains on a schedule. Many other cities have commuter rail that runs less often, but on a predictable schedule. Metro service is erratic, which means that if trains are only offered every 20-30 minutes and I arrive at a station just after a train has departed, I have to wait too long for another one, making it faster to drive to my	Bus Service Bus Service Rail Service Operating Budget, Management and Spending
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in SW Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don?t have a car rely on the 89M and Z7 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, Istill do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could go to that, I would be supportive A real SHTITT A solution you have not proposed is reducing service but actually running the trains on a schedule. Many other cities have commuter rail that runs less often, but on a predictable schedule. Metro service is erratic, which means that if trains are only offered every 20-30 minutes and I arrive at a station just after a train has departed. I have to woil too long for another one, making it faster to drive to my destination. The lack of predictability is the biggest solvable problem Metro has. Run the trains less	Bus Service Bus Service Rail Service Operating Budget, Management and Spending
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in SW Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don?t have a car rely on the 89M and Z7 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, I still do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could go to that, I would be supportive A real SHITITI A solution you have not proposed is reducing service but actually running the trains on a schedule. Many other cities have commuter rail that runs less often, but on a predictable schedule. Metro service is erratic, which means that if trains are only offered every 20-30 minutes and I arrive at a station just after a train has departed, I have to wait too long for another one, making it faster to drive tor my destination. The lack of predictability is the biggest solvable problem Metro has. Run the trains less often, but on a predictable, reliable schedule, and you'll be able to keep or increase both commuter	Bus Service Bus Service Rail Service Operating Budget, Management and Spending
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in SW Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don't have a car rely on the 89M and Z7 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although 1 personally do not use it. 1 personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, I still do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could go to that, I would be supportive A real SHTTIT A solution you have not proposed is reducing service but actually running the trains on a schedule. Many other cities have commuter rail that runs less often, but on a predictable schedule. Metro service is erratic, which means that if trains are only offered every 20-30 minutes and I arrive at a station just after a train has departed, I have to wait too long for another one, making it faster to drive to my destination. The lack of predictability is the biggest solvable problem Metro has. Run the trains less often, but on a predictable, reliable schedule, and you'll be able to keep or increase both commuter and off-hours traffic. Right now, Metro rail + parking costs so much that it only saves me \$2/day	Bus Service Bus Service Rail Service Operating Budget, Management and Spending
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in SW Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don't have a car rely on the 89M and Z7 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, I still do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could go to that, I would be supportive A real SHITIT A solution you have not proposed is reducing service but actually running the trains on a schedule. Many other cities have commuter rail that runs less often, but on a predictable schedule. Metro service is erratic, which means that if trains are only offered every 20-30 minutes and I arrive at a station just after a train has departed, I have to wait too long for another one, making it faster to drive to my destination. The lack of predictability is the biggest solvable problem Metro has. Run the trains less often, but on a predictable, reliable schedule, and you'll be able to keep or increase both commuter and off-hours traffic. Right now, Metro rail + parking costs os much that it only saves me \$2/day compared to driving into OC. I appreciate that Metro is eco-friendly, but I have to deal with train	Bus Service Bus Service Rail Service Operating Budget, Management and Spending
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in SW Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don?t have a car rely on the 89M and 27 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the 06 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, I still do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could go to that, I would be supportive A real SHITTT A solution you have not proposed is reducing service but actually running the trains on a schedule. Many other cities have commuter rail that runs less often, but on a predictable schedule. Metro service is erratic, which means that if trains are only offered every 20-30 minutes and I arrive at a tation just after a train has departed. I have to wait too long for another one, making it faster to drive to my destination. The lack of predictability is the biggest solvable problem Metro has. Run the trains less often, but on a predictable, reliable schedule, and you'll be able to keep or increase both commuter and off-hours traffic. Right now, Metro rail + parking costs so much that it only saves me \$2/day compared to driving into OC. I appreciate that Metro is sec-offiendly, but I have to deal with train delays, unsafe stations, and unpredictable service. If fares are increased, I wo	Bus Service Bus Service Rail Service Operating Budget, Management and Spending
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in SW Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don?t have a car rely on the 89M and Z7 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, I still do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could go to that, I would be supportive A real SHTTTT A solution you have not proposed is reducing service but actually running the trains on a schedule. Many other cities have commuter rail that runs less often, but on a predictable schedule. Metro service is erratic, which means that if trains are only offered every 20-30 minutes and I arrive at a station just after a train has departed, I have to wait too long for another one, making it faster to drive to my destination. The lack of predictability is the biggest solvable problem Metro has. Run the trains less often, but on a predictable, reliable schedule, and you'll be able to keep or increase both commuter and off-hours traffic. Right now, Metro rail + parking costs or much that it only saves me \$2/day compared to driving into DC. I appreciate that Metro is eco-friendly, but I have to deal with train delays, unsafe stations, and unpredictabele service. If fares are	Bus Service Bus Service Rail Service Operating Budget, Management and Spending Miscellaneous
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in SW Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don't have a car rely on the 89M and Z7 express to silver spring. 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, I still do not have 100% confidence in the safety of the WIMATA trains and tracks. If there is any part of the budget that could go to that, I would be supportive A real SHITTT A solution you have not proposed is reducing service but actually running the trains on a schedule. Many other cities have commuter rail that runs less often, but on a predictable schedule. Metro service is erratic, which means that it trains are only offered every 20-30 minutes and I arrive at a station just after a train has departed, I have to wait too long for another one, making it faster to drive to my destination. The lack of predictability is the biggest solvable problem Metro has. Run the trains less often, but on a predictable schedule, and you'll be able to keep or increase both commuter and off-hours traffic. Right now, Metro rail + parking costs so much that it only saves me 52/day compared to driving into DC. I appreciate that Metro is eco-friendly, but I have to deal with train delays, unsafe stations, and unpredictable service. If fares are increased, I won't hesi	Bus Service Bus Service Rail Service Operating Budget, Management and Spending
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in Sw Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don?t have a car rely on the 89M and Z7 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, I still do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could go to that, I would be supportive A real SHITTT A solution you have not proposed is reducing service but actually running the trains on a schedule. Many other cities have commuter rail that runs less often, but on a predictable schedule. Metro service is erratic, which means that if trains are only offered every 20-30 minutes and I arrive at a station just after a train has departed, I have to wait too long for another one, making it faster to drive to my destination. The lack of predictability is the biggest solvable problem Metro has. Run the trains less often, but on a predictable, reliable schedule, and you'll be able to keep or increase both commuter and off-hours traffic. Right now, Metro rail + parking costs so much that it only saves me \$2/day compared to driving into DC. I appreciate that Metro is eco-friendly, but I have to deal with train delays, unsafe stations, and unpredictable service. If fares are increased, I wo	Bus Service Bus Service Rail Service Operating Budget, Management and Spending Miscellaneous
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in SW Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don?t have a car rely on the 89M and 27 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, I still do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could go to that, I would be supportive A real SHITTI A solution you have not proposed is reducing service but actually running the trains on a schedule. Many other cities have commuter rail that runs less often, but on a predictable schedule. Metro service is erratic, which means that if trains are only offered every 20-30 minutes and I arrive at a station just after a train has departed, I have to wait too long for another one, making it faster to drive to my destination. The lack of predictability is the biggest solvable problem Metro has. Run the trains less often, but on a predictable, reliable schedule, and you'll be able to keep or increase both commuter and off-hours traffic. Right now, Metro rail + parking costs so much that it only saves me 52/day compared to driving into DC. I appreciate that Metro is eco-friendly, but thave to deal with train delays, unsafe stations, and unpredictable service. If fares are in	Bus Service Bus Service Rail Service Operating Budget, Management and Spending Miscellaneous
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in SW Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don't have a car rely on the 89M and Z7 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although 1 personally do not use it. 1 personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, 1 still do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could go to that, I would be supportive A real SHTTIT A solution you have not proposed is reducing service but actually running the trains on a schedule. Many other cities have commuter rail that runs less often, but on a predictable schedule. Metro service is erratic, which means that if trains are only offered every 20-30 minutes and I arrive at a station just after a train has departed, I have to wait too long for another one, making it faster to drive to my destination. The lack of predictability is the biggest solvable problem Metro has. Run the trains less often, but on a predictable schedue, and you'll be able to keep or increase both commuter and off-hours traffic. Right now, Metro rail + parking costs so much that it only saves me 52/day compared to driving into DC. I appreciate that Metro is eco-friendly, but have to deal with train delays, unsafe stations, and unpredictable service. If fares are increased, I won't hesitate to swi	Bus Service Rail Service Operating Budget, Management and Spending Miscellaneous Fares/Fees/Parking
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in SW Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don't have a car rely on the 89M and Z7 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, I still do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could go to that, I would be supportive A real SHITTT A solution you have not proposed is reducing service but actually running the trains on a schedule. Many other cities have commuter rail that runs less often, but on a predictable. Reliable schedule, hettore service is erratic, which means that if trains are only offered every 20-30 minutes and I arrive at a station just after a train has departed, I have to wait too long for another one, making it faster to drive to my destination. The lack of predictability is the biggest solvable problem Metro has. Run the trains less often, but on a predictable, reliable schedule, and you'll be able to keep or increase both commuter and off-hours traiff. Right now, Metro rail + parking costs so much that it only saves me 52/day compared to driving into DC. I appreciate that Metro is eco-friendly, but I have to deal with train delays, unsafe stations, and unpredictable service. If fares are incr	Bus Service Bus Service Rail Service Operating Budget, Management and Spending Miscellaneous
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in Sw Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don't have a car rely on the 89M and Z7 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, I still do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could go to that, I would be supportive A real SHTITT A solution you have not proposed is reducing service but actually running the trains on a schedule. Many other cities have commuter rail that runs less often, but on a predictable schedule. Metro service is erratic, which means that if trains are only offered every 20-30 minutes and 1 arrive at a station just after a train has departed, I have to wail too long for another one, making it faster to drive to my destination. The lack of predictability is the biggest solvable problem Metro has. Run the trains less often, but on a predictable, reliable schedule, and you'll be able to keep or increase both commuter and off-hours traffic. Right now, Metro rail + parking costs so much that it only saves me \$2/day compared to driving into DC. I appreciate that Metro is eco-friendly, but I have to deal with train delays, unsafe stations, and unpredictable service. If fares are increased, I wo	Bus Service Bus Service Rail Service Operating Budget, Management and Spending Miscellaneous Fares/Fees/Parking Bus Service
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in SW Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don?t have a car rely on the 89M and 27 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, I still do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could go to that, I would be supportive A real SHTTTT A solution you have not proposed is reducing service but actually running the trains on a schedule. Many other cities have commuter rail that runs less often, but on a predictable schedule. Metro service is erratic, which means that if trains are only offered every 20-30 minutes and I arrive at a station just after a train has departed, I have to wait too long for another one, making it faster to drive tor word destination. The lack of predictability is the biggest solvable problem Metro have to deal with train delays, unsafe stations, and unpredictable service. If fares are increased, I won't hesitate to switch to driving into DC. I appreciate that Metro is eco-friendly, but I have to deal with train delays, unsafe stations, and unpredictable service. If fares are increased, I won't hesitate to switch to driving into the city. Given the reduced office occupancy, many of the parkin	Bus Service Rail Service Operating Budget, Management and Spending Miscellaneous Fares/Fees/Parking
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in SW Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don't have a car rely on the 89M and Z7 express to silver spring. 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, I still do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could go to that, I would be supportive A real SHTITT A solution you have not proposed is reducing service but actually running the trains on a schedule. Many other cities have commuter rail that runs less often, but on a predictable schedule. Metro service is erratic, which means that if trains are only offered every 20-30 minutes and I arrive at a station just and off-hours traffic. Right now, Metro rail + parking costs so much that it only saves me 52/day compared to driving into DC. I appreciate that Metro is eco-friendly, but I have to deal with train delays, unsafe stations, and unpredictable service. If fares are increased, I won't hesistate to switch to driving into DC. I appreciate that Metro is eco-friendly, but I have to deal with train delays, unsafe stations, and unpredictable service. If fares are increased, I won't hesistate to switch to driving into DC. I appreciate that Metro is eco-friendly, but I have to deal with	Bus Service Bus Service Rail Service Operating Budget, Management and Spending Miscellaneous Fares/Fees/Parking Bus Service
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in Sw Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don?t have a car rely on the 89M and Z7 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, I still do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could go to that, I would be supportive A real SHTTTT A solution you have not proposed is reducing service but actually running the trains on a schedule. Many other cities have commuter rail that runs less often, but on a predictable schedule. Metro service is erratic, which means that if trains are only offered every 20-30 minutes and I arrive at a station just after a train has departed, I have to wait too long for another one, making it faster to drive to my destination. The lack of predictability is the biggest solvable problem Metro has. Run the trains less often, but on a predictable, reliable schedule, and you'll be able to keep or increase both commuter and off-hours traffic. Right now, Metro rail + parking costs so much that it only saves me \$2/day comparet to driving into DC. I appreciate that Metro is eco-friendly, but I have to deal with train delays, unsafe stations, and unpredictable service. If fares are	Bus Service Bus Service COperating Budget, Management and Spending Miscellaneous Fares/Fees/Parking Bus Service Bus Service Bus Service
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in SW Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don?t have a car rely on the 89M and Z7 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the 06 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, I still do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could go to that, I would be supportive A real SHTTT A solution you have not proposed is reducing service but actually running the trains on a schedule. Many other cities have commuter rail that runs less often, but on a predictable schedule. Metro service is erratic, which means that if trains are only offered every 20-30 minutes and I arrive at a tation just after a train has departed, I have to wait too long for another one, making it faster to drive to my destination. The lack of predictability is the biggest solvable problem Metro has. Run the trains less often, but on a predictable, reliable schedule, and you'll be able to keep or increase both commuter and off-hours traffic. Right now, Metro rail + parking costs or much that it only saves me \$2/day comparet to driving into DC. I appreciate that Metro is is co-friendly, but I have to deal with train delays, unsafe stations, and unpredictable service. If fares are i	Bus Service Bus Service Rail Service Operating Budget, Management and Spending Miscellaneous Fares/Fees/Parking Bus Service
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in SW Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don't have a car rely on the 89M and Z7 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, I still do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could go to that, I would be supportive A real SHITIT A solution you have not proposed is reducing service but actually running the trains on a schedule. Many other cities have commuter rail that runs less often, but on a predictable schedule. Metro service is erratic, which means that if trains are only offered every 20-30 minutes and I arrive at a station just after a train has departed, I have to wait too long for another one, making it faster to drive to my destination. The lack of predictability is the biggest solvable problem Metro has. Run the trains less often, but on a predictable schedule. And you'll be able to keep or increase both commuter and off-hours traffic. Right now, Metro rail + parking costs so much that it only saves me 52/day compared to driving into DC. I appreciate that Metro is eco-friendly, but I have to deal with train delays, unsafe stations, and unpredictable service. If fares are increased, I won't hesita	Bus Service Bus Service COperating Budget, Management and Spending Miscellaneous Fares/Fees/Parking Bus Service Bus Service Bus Service
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in Sw Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don't have a car rely on the 89M and Z7 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although 1 personally do not use it. 1 personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, 1 still do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could go to that, 1 would be supportive A real SHITTT A solution you have not proposed is reducing service but actually running the trains on a schedule. Many other cities have commuter rail that runs less often, but on a predictable schedule. Metro service is erratic, which means that if trains are only offered every 20-30 minutes and 1 arrive at a station just after a train has departed, I have to wait too long for another one, making it faster to drive to my destination. The lack of predictability is the biggest solvable problem Metro has. Run the trains less often, but on a predictable, reliable schedule, and you'll be able to keep or increase both commuter and off-hours traffic. Right now, Metro rail + parking costs os much that it only aves me 52/day compared to driving into DC. I appreciate that Metro is eco-friendly, but I have to deal with train delays, unsafe stations, and unpredictable service. If fares are increased, I won	Bus Service Bus Service COperating Budget, Management and Spending Miscellaneous Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in SW Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don?t have a car rely on the 89M and Z7 express to silver spring 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, I still do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could go to that, I would be supportive A real SHTTT A solution you have not proposed is reducing service but actually running the trains on a schedule. Many other cities have commuter rail that runs less often, but on a predictable schedule. Metro service is erratic, which means that if trains are only offered every 20-30 minutes and I arrive at a station just after a train has departed, I have to wait too long for another one, making it fastre to drive to my destination. The lack of predictability is the biggest solvable problem Metro has. Run the trains less often, but on a predictable, reliable schedule, and you'll be able to keep or increase both commuter and off-hours traffic. Right now, Metro rail + parking costs so much that it only saves me \$2/day compared to driving into DC. I appreciate that Metro is in, but you aren't considering viable Address fare jumpers to bring down costs. We need to keep metro trains an	Bus Service Bus Service COperating Budget, Management and Spending Miscellaneous Fares/Fees/Parking Bus Service Bus Service Bus Service
commuting times. If eliminated, DCPS should provide bus service for children or they will not have any other way to get to school from their homes. 74,52 and P6 are needed in SW Waterfront 89M (87 89) needs to be restored otherwise folks that lives in the south laurel neighborhoods at the end of the line and those who don't have a car rely on the 89M and 27 express to silver spring. 96 goes through the city and is the best way for a group of elderly disabled to get to Union Station. I used to use it daily to get to work. My dentist is on that line. Lots of people use it to get groceries A lot of community members rely on the D6 to get to the hospitals at Georgetown and Sibley for both healthcare and work. Metro access is vital although I personally do not use it. I personally could pay slightly more and not be impacted by rising fare costs but that would present a barrier to those with lower income who rely on the current pricing structure. As a side note, I still do not have 100% confidence in the safety of the WMATA trains and tracks. If there is any part of the budget that could go to that, I would be supportive A real SHTTTT A solution you have not proposed is reducing service but actually running the trains on a schedule. Many other cities have commuter rail that runs less often, but on a predictable schedule. Metro service is erratic, which means that if trains are only offered every 20-30 minutes and I arrive at a station just after a train has departed, I have to wait too long for another one, making it faster to drive to my destination. The lack of predictability is the biggest solvable problem Metro has. Run the trains less often, but on a predictable, reliable schedule, and you'l be able to keep or increase both commuter and off-hours traffic. Right now, Metro rail + parking costs or much that it only aves me 52/day compared to driving into DC. I appreciate that Metro is sco. Friendly, but I have to deal with train delays, unsafe stations, and unpredictable service. If fares are	Bus Service Bus Service Rail Service Operating Budget, Management and Spending Miscellaneous Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service

Commont	Catagony
Comment As a senior who doesn?t have a car, reliable and affordable access to public transportation is extremely	Category
important to me.	MetroAccess
As to the fare proposal, for the parts relevant to me and my understanding, just to be more round,	
setting the express bus routes to \$5.00; in terms of how it effects choices, there is often little choice for	
those of us dependent upon the system, it's more a question of whether the choice is available or not. Think that any cuts to the metro access service area should be as minimal as possible, even when	
allowed by the 3/4 mile rule. The map shows some areas where metro access vehicles would drive	
through to get from one serviced area to another, those should be incorporated instead of excluded	
from service. It would also be helpful to have a current service area map to be able to compare and	
contrast. As to the bus cuts, one is wary that things will not be done quite considerately, nor with the	
thorough thoughtfulness that such an extreme measure merits, that it will be simply hacked off	
haphazardly. Of course, it will be tough, so good luck At this point, it is cheaper to pay for parking in DC than taking the metro. It is no longer an accessible	Bus Service
option. If the fares increased I would probably just drive in.	Fares/Fees/Parking
Attempting to resolve budget shortfalls by reducing and eliminating services is, obviously, foolish.	
You're guaranteeing a continued, steady, death spiral. While it is true that, in isolation, simply	
providing access doesn't mean people will come (no 'Field of Dreams' logic), it's also true that the fewer	
places metro services go, and the more inconvenient they are to use, the fewer people will use them, increasing travel by auto (either by Uber/taxi or driving), and increase inequality in our city (by making	
metro services increasingly the choice only for those who cannot afford something better). DC needs	
coordinated policies that prioritize access via walking/biking and public transit, that means correcting	
morasses like H Street, and continued prioritization of the development of better bike lanes. As long as	
it is faster and more convenient to travel by car, people will travel by car. Make it faster and easier to	
travel any other way, and people will do so. But you have to do both. If you simply make it harder to	
travel by car and public transit is not an acceptable alternative, you'll simply infuriate everyone. Obviously this is not an easy or quickly achievable thing, but making the Metro worse only exacerbates	
the situation. The rail doesn't go enough places, buses can't move fast enough through the city, biking	
isn't continuous enough (and the weather doesn't support it for months out of the year), and too many	
main arteries are optimized for vehicles. Present a coordinated proposal for a vision of the city that	
makes this place more equitable and accessible for its residents, rich and poor alike, that reflects the	
reality: travel by walking, biking, or public transit is the only way to achieve mass, effective	
transportation in a dense, urban environment.	Operating Budget, Management and Spending
Before I retired I took the T2 back and forth between Friendship Heights and River Road. This route was	
essential to my commute and avoided my driving and paying parking near the Metro. This route serves a large number of neighborhoods and should not be cut.	Bus Service
Before I retired, I used the T2 every weekday morning and evening to travel between my home and the	
Friendship Heights Metro. I currently use the T2 during the day to get to the MÂ,tÂ,o. It?s obvious to	
me that eliminating the T2 would be devastating to the working people who use this bus to get to and	
from work, medical appointments, etc.	Bus Service
Better mentainance Stop extspan Budget cuts are unacceptable. Metros budget should be massively increased. We need all night service	Miscellaneous
and increased service during the day of we want to reduce car trips through the region to save the	
environment. We also need expansion of the system. A separate blue line through DC (and not the	
stupid loop y'all area proposing). We need the purple line to circle town via Tysons, Falls Church,	
Alexandria and the WW bridge. We need a completely new line roughly along rt 50 from Annapolis to	
South Riding. And we need a streetcar network in DC as well as on Columbia Pike. Metro needs to stop	
being the stopgap at the end of budgets and start becoming the solution to horrendous traffic and bad	
air in the region. Budget shortfall should be closed through fare increases, not service cuts. If hours are extended at	Operating Budget, Management and Spending
night fares should be increased during those times as opposed to lower flat fares. More needs to be	
done to address fare jumping and other fare evasion. Metro needs to curtail administrative costs, not	
cut money for repairs and maintenance. Poor maintenance leads to poor reputation; poor reputation	
leads to lower ridership; lower ridership leads to lower fares collected, and increases in budget	Operating Budget, Management and Spending
Budget shortfalls if they?re a problem should be addressed with attracting more riders to. Metro not	
less. And should added revenue b needed should come from higher parking fees, further clamping down on fare evasion and short fares, higher bike locker or rental fees, encouraging more folks to buy	
passes, and cost cutting savings and efficiency measures and improvements throughout the system	Operating Budget, Management and Spending
Bus service is a critical means for low wage employees to get to and from work. Cutting bus service will	
disproportionately affect low wage and poor people more than train service changes.	Bus Service
Bus service should be maintained in DC many of the bus cuts cut off bus service DC should put more	
dollars into bus service rather than subsidizing scooters, rental bikes etc since buses are more	Bur Convico
accessible to all including the elderly, children and people who can't ride bikes and scooters Buses don't wait for people or when you ring the stop bell they don't stop.	Bus Service Bus Service
Changing the rates is very good but that they put rules, many people only get on transport and do not	
pay and do not tell them anything you have to be even with everyone pays one that they all pay	Miscellaneous
Castillo	Miscellaneous
Claiming that 20 minute headways is ?good service? should be a firing offense for being so divorced	
from reality that it blows my mind. Decisionmakers on the metro should be required to commute using	Rus Sanira
metro and ride it regularly. They have to be culturally one with the straphangers. Closing stations and reducing service will only discourage daily riders and confuse those who only use	Bus Service
metro once in a while. We'll have to deal with fewer, more crowded trains, fewer stations, and less	
personnel presence. Stations that are closed for long periods of time will require repairs and burden	
the capital budget in future years. Making Metro harder to use will not encourage people to use it	
more, and will be seen as a waste of commuters' time and money.	Operating Budget, Management and Spending
college students depend on the metro service to get around!! please don?t raise the fares or cut the	Earos/Eass/Parking
prices. students at some universities don?t have the unlimited metro so without it we?d still have to Consider less peak period service on Fridays and Mondays given office occupancy levels. a 10-25%	Fares/Fees/Parking
service reduction on those days is possible.	Service Levels
Consider making the service better so that more riders decide to ride by increasing frequency and	
implement a free student pass to all students in DC, Maryland, and Virginia	Bus Service
Consumers rely on Public Transportation to get to and from work. Cutting much needed service routes	
would hurt metro and more people prone to taken uber and Lyft to their locations.	Bus Service
Control passenger aboard with harmful and prohibited substance for health (passengers with a smell of marijuana)	Miscellaneous
Could you provide a map of the proposed service changes?	Service Levels
Crack down on turnstile jumping, legalize new forms of revenue.	Miscellaneous
Cut administrative pay and positions. You wonder why so many people fare hop. Don?t increase fares	
and don?t reduce service. Do what Chicago does and run lines 24/7. Stop giving so many administrators	
easy jobs with comfortable pensions	Fares/Fees/Parking
Cut executive salaries. Decrease the perks.	Miscellaneous

Control of the second process of the second		
ht sub ic part de de parte part de la part de la part de la	Comment	Category
Interpretation status in advance in the information and advance in the	Cut service to the Maryland and Virginia if they aren?t paying their share. Bring parking prices up but so	
etrophoto part of the second s	that total trip costs stay below parking in DC. Raise cost of parking in DC with a tax sticker?	
Chile bage and second the all particulum Be detect Chile bage and second the all particulum and the location (location (Traffic/parking enforcement should fund transit. More bike infrastructure and dedicated bus lanes	
stang of server site in the is where the barre is an end of server is and	everywhere please.	Bus Service
jer giber gebore belander behalten hörer rener er unge der behan noch der seine der behalten hörer er	Cut the buses? keep and expand the rail system.	Bus Service
Comp Network protocome and the protocome and the set of a	cutting bus services like the u4 where it travels returns will be a terrible decision you have a lot of old	
in the definition of the stand para of the SUM interactions, and a network interaction of the stand interaction of the stand interaction. interaction of the stand interaction of the stand interaction. interaction of the stand interaction of the stand interaction. interaction of the stand interaction. interaction. interaction of the stand interaction. interaction. interaction. interaction. interaction. i	and senior citizens that live in River Terrace who need that bus route	Bus Service
hdurf, and consent address and enginety input both and engine and the set both ends and engine and	Cutting Metro service and closing stations strikes me as disastrous in the long run, as it would continue	
Charge or development of a second sequence of a second sec	a cycle of reduced ridership. Public transit is a vital part of the DMV infrastructure, as well as the tourist	
Charge or development of a second sequence of a second sec	industry, and closures would negatively impact both.	Rail Service
ber descent generation of each or any other anomalies and a second of each or anomalies and a second of each or any other anomalies and a second of each or any other anomalies and a second of each or any other anomalies and a second of each or anomalies and a second of each or any other anomalies and a second of each or any other anomalies and a second of each or anomalies and a second		
Camp general est, est admit your for particle range of the backets means the term were all out of the servery est of backets. A set admit of the servery est of backets is a set of the servery est of backets is a set of the servery est of backets. A set of the servery est of backets is a set of the servery est of backets. A set of the servery est of backets is a set of the servery est of backets. A set of the servery est of backets is a set of the servery est of backets. A set of the servery est of backets is a set of the servery est of backets. A set of the servery est of backets is a set of the servery est of backets. A set of the servery est of backets is a set of the servery est of backets. A set of the servery est of backets is a set of the servery est of backets. A set of the servery est of backets is a set of the servery est of backets. A set of the servery est of backets is a set of the servery est of backets. A set of the servery est of backets is a set of the servery est of backets. A set of the servery est of backets is a set of the servery est of backets. A set of the servery est of backets is a set of the servery est of backets is a set of the servery est of backets. A set of the servery est of backets is a set of the servery est of backets is a set of the servery est of backets is a set of the servery est of backets is a set of the servery est of backets is a set of the servery est of backets is a set of the servery est of backets is a set of the servery est of backets is a set of the servery est of backets is a set of the servery est of backets is a set of the servery est of the servery est of the servery est of backets is a set of the servery est of the servery		
Camp general est, est admit your for particle range of the backing more incoments, but provide and est, est admit your for each admit admit of the server particle construction and backing of the server particle construction and backing of the server particle construction and backing of the server particle construction and back of the server particle construction and back of the server particle construction and the	making changes to reduce convenience if you want to compete.	Bus Service
japing langer la		
 disa was define and interaction on makeman to income a direction of income a direction of income a direction income a direction income a direction in the degra direction of income a direction in the degra direction in the deg		
distant of way in floorage the out of priority adapt, direct or prives adapt, d		
jaring sport, socare registration costs / provide an electron of moning line joines and works. Be socie a lead of the static static sport sport out in more static sport out in the state in the sport out in the sport		
Bage in lock once stratuble, belog holger interbing once genes. Indextex Constraint once stratuble, belog holger interbing once genes. Indextex Constraint once stratuble, belog holger interbing once genes. Indextex Constraint once stratuble, belog holger interbing once genes. Indextex Langer once the bolg holder interbing once genes. Indextex Langer once the bolg holder interbing once genes. Indextex Langer once the bolg holder interbing once genes. Indextex Langer once the bolg holder interbing once genes. Indextex Langer once the bolg holder interbing once genes. Indextex Langer once the bolg holder interbing once genes. Indextex Langer once the bolg holder interbing once genes. Indextex Langer once the bolg holder interbing once genes. Indextex Langer once the bolg holder interbing once genes. Indextex Langer once the bolg holder interbing once genes. Indextex Langer once the bolg holder interbing once genes. Indextex Langer once the bolg holder interbing once genes. Indextex Langer once the bolg holder interbing once genes. Indextex Lange bolg holder interbing once genes. Indextex <td></td> <td></td>		
Ching works, doing pations, arrange tools wit most if arrange mail tools. Insert Control Ching works Insert of the second by the tools of the second by the second by the second by the second by the tools of the second by the tools of the second by th		Rus Service
door: how any try built or and part or the run wet tries out we to how the run all approves has been how and run wet proves out or anong or none how. here the how and run wet proves out or anong or none how. Interest the how and run wet proves out or anong or none how. here the how and run wet proves out or anong or none how. Interest the how and run wet proves out or anong or none how. here the how and run wet proves out of anony or none how. Interest the how and run wet proves out of anony or none how and run wet prove out of anonon or none how anony or none how anone how anone h		Subscritte
Comp the los lines word reset meters usees, we do not have the rail apacty line ray balance in the form of the loss of the los		Fares/Fees/Parking
multiple control the land D2, which is along the control to contro contro contro to contro contro control to control to control t		
lang bio denta. Server Controp to Server Adverse worder have more transcarable by MAN, is walking discusses were the integrate of generation where intercarable to provide an a start were effect frequency generation and server and the server frequency is and the server frequency is and the server frequency generation and server frequency generati		
Charring he for a graft of bases word make my home interesting by WhATA, as welling instance word in the agent of the agen		Bus Service
be not print in the sector for the sector of		
Chang henrich fraguero, gibt hang and exact hang in and exhibit you hang decays does and makes in a for isse offen. We requere disk the way of metric and part decays of meets and part decays by the most in need of Chang henrich fraguero, gibt hang and exact hang in and decays by the most in need of change decays and exact hang is a second and exact hang in a second and second and a secon		Bus Service
 If regions (pit show analy of starbing with show and the open of the association including market in the show of doin to transportation including market. If the main of also, there is our only open of the result has been of the section of the association including market. If the main of also, there is our only open of the result has been there is the result has been only open of t		
Clinits the service and/or increases the cost of metio dispositionary tyram those rules of metiod in public transportationary of is, metio so or work of point framsportationary of isote to so or work of isote to the work of isote to so or work of isote to the work of isote to so or work of isote to the work of isote to so or work of isote to the work of isote to so or work of isote to the work of isote to so or work of isote to the work of isote to work of isote to so or work of isote to wo		Bus Service
public Transportation including myetic of the same of users on its our only option for transportation and culture synchronization for the same synchronization in the same		
Luding service service bases for meeting to work and meetang doctor apport on the opport on place as rart streth the apple to the ray built is new for the source of the place of the ray built is new for the source of the place of the ray built is new for the source of the place of the ray built is new for the source of the place of the ray built is new for the source of the place of the ray built is new for the source of the place of the ray built is new for the source of the place of the ray built is new for the source of the place of the ray built is new for the source of the source of the place of the ray built is new for the source of the source of the place of the ray built is new for the source of the		
many often as well, consider generating less obscee amounts on metro police as start rather than decreasing ness well, works for the public, he how wrunts is at the status will be possen for present more the holly in the holger. Like consiste store to present on entropy of the excelse metro police) and conserve for will be holder. Like conserve ad will be possent on an excerve of the possent less will eavy matter services more conserved and how (peternal hy increasing test will be holder. Like for the excelse be hold to possent less will eavy matter services more conserved and how (peternal hy increasing test will eavy matter services more conserved and how (peternal hy increasing test will eavy matter services more conserved and how (peternal hy increasing test will eavy matter services more conserved and how (peternal hy increasing test will eavy matter services more conserved and how (peternal hy increasing test will eavy matter services more conserved and how (peternal hy increasing test will eavy matter services more conserved and how (peternal hy increasing test will eavy matter services more conserved and how (peternal hy increasing test will eavy matter services more conserved and how (peternal hy increasing test will eavy matter services more conserved and how (peternal hy increasing test will eavy matter services more conserved and how (peternal hy increasing test will eavy matter services more conserved and how (peternal hy increasing test will eavy matter services more conserved and how (peternal hy increasing test will eavy matter services more conserved and how (peter test will eavy matter services more conserved and how (peter test week) and the conserved test week matter services more conserved and how (peter test week) and the conserved test week matter services more conserved and how (peter test week) and test week matter services more conserved and how (peter test week) and test week matter services more conserved and how (peter test week) and test week) more conserved test week matter servic		
decreasing excisury werkes for the qubber, the new turnstiles at the rai statuos will help issen fare weaking and also cincen the all server (particular) the tota excession releases the server (particular) the tota excession releases and and if raide the tota excession releases the server (particular) the tota excession releases and and if raide the tota excession releases and tota excession releases the likelihood of theme status releases and theme server (particular) and version release and and is protecting in the server. The server is the likelihood of theme status releases and the server and tota excession releases and the protecting is the server is the server is the server is the likelihood of theme status releases and the server is the serv		
existion and suc rime on the rail service logical three loses relation prices and constraints of sectors and secto		
inste none beskiltjin in he buget, i alor accounted engloring ways to reduce bus for evasion beskale in keese pool tas their coll de line in the sol is engloring in the increasing nerve ill in som in the sol in concer folds with best 20 and vity on the sol is sol increasing in the with increasing in the with increasing the w		
because investing from the biose into in its bit guided transportation is a service including struction increasing from the biose inclusion increasing that is because into a service including struction increasing from the biose increasing and increasing from the biose increasing and increasing from the biose increased biose in biose increased biose biose increased biose increased biose increased biose increased biose biose increased biose inc		
could also lep with increasing frame will sprophotonacy but with oncone folls with SEC and region to is service, reducing process will only make the services more consoled and bury (potential) increasing wats reducing process will only make the services more consoled and bury (potential) increasing wats reducing process will only make the services more consoled and bury (potential) in consening wats reducing process will only make the services more consoled and bury (potential) in consening wats reducing process will only make the services more consoled and bury (potential) in consening wats reducing process will only make the services more consoled and bury (potential) in consening wats reducing bury and services have the services more consoled and prove the more accessive will in the service for the service more on a financial) accessible. Frequent mode of transportation. Do provide frequent, released more than the provide the most accessive for analy word the service for density and metric will become annable Do provide frequent, released more than the provide frequent released will be service released and metric will be component in the service and bary (potential) in the revenue desh priori. If you can release will only lease the frequent frequent service and service frequent released released and the service indeniby and metric will become service the service levels. The provide frequent, released released the service frequent metric service levels. The service frequent released the service frequent metric service frequent metric service levels. The service of the system the more than the service metric service service service service levels. The service of the system the more than the service metric service servic		
increasing for will suppoptionalizely hurt low incent folks who NEED and rey on this service. Increasing graveline sup only make between some or words and busy potentially increasing wat time over furthely and a low increase the Nikelhood of rune. PMOTECT ACCESS TO PUBLC Operating Budget. Management and Spending Out and the starts of Naprada and Vargins the increable need for the WMATA system White there's served I as brentist to other institution, the ones that powher the most accessible. Operating Budget. Management and Spending Out and the starts of Naprada and Vargins the increable need for the WMATA system White there's also and the starts of Naprada and Vargins the increable need for the WMATA system White there's also and the starts of Naprada and Vargins the ones that powher the most accessible. Operating Budget, Management and Spending Or and the starts of Naprada and Vargins the increable need for the WMATA system Or and the starts of Naprada and Vargins the increable need for the WMATA system Or and the starts of Naprada and Vargins the increable need for the WMATA system Or and the starts of Naprada and Vargins the Increable need for the MMATA system Or and the starts of Naprada and Vargins and Budget of Starts (Starts Starts Sta		
reducting service lines will only make the services more rouweld and bury (paternilly increasing will be service lines end function of the final behavior		
 times work further) and a bin increase the likelihood of rime. PROTECT ACCESS TO PUBLIC Operating Budget, Management and Spending Or all the states if hard marked will be incredible need for the MMAT A system. While there's several tax benefits to other institutions, the ones that provide the most accessible. Or and the states if hard marked will be several to be book operations. Decessing Budget, Management and Spending. Or and the states if hard marked will be several to be book operations. Decessing Budget, Management and Spending. Or and the states if hard marked will be several to be book operations. Decessing Budget active of needer and entities the reence death spinal. Mile decessing be service is cray. We must fund public transit infrastructure effectively more cars is the service levels. Service levels.<td></td><td></td>		
TRANSPORTATION. Operating Budget, Management and Spending Dis a critical born cole of school children attending ALSD Bo Service Dis a critical born cole of school children attending ALSD Bo Service Distance to the school children attending ALSD Bo Service Distance to the school children attending ALSD Bo Service Distance to the school children attending ALSD Bo Service Distance to the school children attending ALSD Bo Service Distance to the school children attending ALSD Bo Service Distance to the school children attending ALSD Bo Service Decreasing functing is a possible foreback loop, and nethor will become numble Bo Service Levels Decreasing functing is a possible foreback loop, and netho will become numble Bo Service Levels Decreasing functing is a possible foreback loop, and nethor will become subschool Bo Service Levels Decreasing functing is a possible foreback loop, and nethor will become subschool Bo Service Levels Decreasing functing is a possible foreback loop, and nethor will become subschool Bo Service Levels Decreasing functing is a possible foreback loop, and nethor will be school Bo Service Levels Decreasing functing is a possible foreback loop, and nethor will be school Bo S		
Dis is anchreize burzuter for school children attending BASIS Dis Service Op and the state if Maryland and Virginge the institutions, the ones shat provide the most accessible, future float of previde state benefits to other institutions, the ones shat provide the most accessible, future float of previde state benefits to other institutions, the ones shat provide the most accessible, future float of previde state benefits, accessible, for accessible, future float of previde state benefits, accessible, future float of previde state float of previde state benefits, accessible, future float of previde state benefits, accessible, future float of previde state benefits, accessible, future float of previde state float of previde state float of previde state float of previde state accessible, future float of previde state accessible, future float of previde state accessible, future float of previde state accessible, float a		
0C and the state if Manjand and Virpina about realize the incredible meet for the WMAR Asystem. While here's second table shorts of the state finds of the institutions, the nore state provide the mass cassible, frighter the drasportation. Operating Budget, Management and Spending Service Levels		
White here's speed tas benefits to other institutions, the one shar provide the most accessible, future down of programmer a heavy he the star funded. If you can be subject of transportation Operating Budget, Management and Spending Operating Budget, Management and Spending <td></td> <td>Bus Service</td>		Bus Service
future-toward program are always the least funded. If you want to keep having cheap/nerm labor all Operating Budget, Management and Spending De government - please fund metroll II is so important!! Ral Service De needs MDRE. bus sorvice, not least Any custs to busses servicing 14th and Apen or 15th and Apen Bas Service Decreasing Budget, Management and Spending Bus Service Decreasing Budget Tomposable Miscellaneous Decreasing Budget Tomposable Service Levels Decreasing Budget And Bus Service And Bus Service Levels Service Levels Decreasing Budget And Bus Service And Bus Service Levels Service Levels Decreasing Budget And Bus Service And Bus Servic	DC and the states if Maryland and Virginia should realize the incredible need for the WMATA system.	
throughout youareas you have to give us a financially accessible, frequent mode of transportation.Operating Budget, Management and SpendingDCI needs MORE. bus service, not less I any cuts to buses servicing 14 and Aspen or 15th and Aspen or nerby would be antistateRail ServiceDecreasing funding is a positive feedback loop, and metro will become unusableMuseculancial SecondDecreasing service is only going Toreduce ridership and continue the revenue death spiral. If you canService levelsDecreasing service is only going Toreduce ridership and continue the revenue death spiral. If you canService levelsDecreasing service is only going Toreduce ridership and continue the revenue death spiral. If you canService levelsDecreasing service is only going Toreduce ridership and continue the revenue death spiral and muset.Service levelsDecreasing service is only going Toreduce ridership and continue the service used service levelsService levelsDisheatering to see that public transi thas become such a contentiou size. Though it's not ideal that the revenue that the government of MiscellaneousService levelsDisheatering to see that public transi thas become such a contentiou size. Though it's not ideal that the revenue that the government of the service that the government of the service levelsService levelsDisheatering to service the MATA budget on the back of working class people. They already suffer low wages, long commutes and irregular part-time hours, if WMATA cut services for height-ortical the vasition for residents was the service level was the government and public transportation, with a cut and ther on already with they area of therability and therability of the revel they that service is position. They service level has that w	While there's several tax benefits to other institutions, the ones that provide the most accessible,	
Dc governmet: plass fund metrol III is so importantII Ral Service OC needs MORE. No service, not less May crubs to bases serving 14th and Appen or 15th a	future-foward programs are always the least funded. If you want to keep having cheap/intern labor all	
DCI needs MORE: bus services, not less I Any cuts to busies servicing 14th and Aspen or 16th and	throughout your areas you have to give us a financially accessible, frequent mode of transportation.	Operating Budget, Management and Spending
or nexty would be a mistake Bus Service Decreasing funding is positive feedback loop, and metro will become unveale Miscellaneous Decreasing funding is positive feedback loop, and metro will become unveale Miscellaneous Decreasing funding is positive feedback loop, and metro will become unveale Service Levels Decreasing funding is positive feedback loop, and metro will become unveale Service Levels Decreasing service is only going to reduce identify follow. Service Levels Decreasing service will only lead to fewer people using Metro (resulting in a death sprial) and impacting the peoplewhore you the system the most. Rail Service Adgened on present and future the art of living standard. Miscellaneous Diabatering to service and public transport the back of working class people. They already suffer low wage, long commutes and irruguing runt time hours. If WAIA Lout service for neighborhoods full of people whor and tafford a car or home near their work, groceries or health care, what is the goal? Do WAIATA's values support access to affordable, reliable public transportation, workers accepting wages too low to afford a car gas and parking. PG county residents disproportionately commute long distarces to 118 service lobes tot addres work grocestorm, which set management and Spending Do not barret weeks the weakty no resident disproportionately commute long distarces to 118 service lobes that addre low and living in addres do morkers accepting wages too low to afford a car gas and parking. PG county resident disproportionately commute long dis	Dc government - please fund metro!!! It is so important!!!	Rail Service
Decreasing privice scary. We must know public transit instructure effectively more cars is the scary. We must know provide frequent, reliable scarve indership and continue the revenue death spiral. If you can scare we must know provide frequent, reliable scare in one provide frequent, reliable scare in one provide frequent is a death spiral and impacting the people who rely on the system the most. Service Levels Decreasing scare is only going to reduce ridership and continue the revenue death spiral in you can scale the most. Miscellaneous depend on present and future the at of links standard. Miscellaneous Dinhertening to see that public transit has become such a contentious issue. Though it's not ideal hat the increased cost is maintain & goores of regular part-time hours. If WMATA cuts services for neighborhoods full of people who rely on the suck of working class people. They already suffer how wages, long commutes and ingular part-time hours. If WMATA cuts services for neighborhoods full of people who rely on just is machine poolic transportation, with a dup to ransport all revisions, not of public transportation, with a dup to ransport all revisions, not just the weathble public transportation for residents of public transportation, with a dup to ransport all revisions, not just the weathble public transportation. Operating Budget, Management and Spending Oth Cort of for d a car, ps and parking. PG county residents dispoportionately commute in dispose provide. Bus Service Do not classe to the sorted bit to equality of the or transportation. Bus Service Do not classe to the sorted bit to equality of the or transport seleves Deprating Budget, Management an	DCI needs MORE. bus service, not less! Any cuts to busses servicing 14th and Aspen or 16th and Aspen	
Decreasing service is crazy. We must fund public transit infrastructure effectively more cars is the group whore first Public processing service is only going to reduce identify and continue the revenue death spiral. If you can provide frequent, relatiles service detable public transit has become such a contentious issue. Though it?s not ideal at Service Levels Service Levels Decreasing service will only lead to flewer people using Metro (resulting in a death spiral) and impacting the people whore to maintain & Operating to see that public transit has become such a contentious issue. Though it?s not ideal the increased cost to maintain & Operating the Metro folls on the years, rather than the government to fund a public necessity. Bait Service Do not baincer Montes and furgular part-time hours. If WMATA cuts services for neighborhoods full of pole who can't a ford a car or hour near their word, proceries of health care, what is the gait of bait of a car or hour not just the wattheliap ublic transportation, whore meet the words, rouge resident starsportation, whore setting the public utility, a steward of public transportation, whore setting the public transportation, wates to for tools in effectively more ident of a car ar, gas and parking. PC count yestients dispropriorately commont length distances to fill and early the major the public transportation. Operating Budget, Management and Spending Do not clarge the 12 bus route service. Bait Service Service Levels Do not service unless its really tow riderabit op volume. People and the earth ey on public transportation. Operating Budget, Management and Spending Do not clarge the 12 bus route service. Bait Service Service Levels <td>or nearby would be a mistake</td> <td>Bus Service</td>	or nearby would be a mistake	Bus Service
option? More raffic? Impossible. Service Levels Decreasing service wice indexhip will naturally follow. Service Levels Decreasing service wice indexhip will naturally follow. Service Levels Decreasing service indexhip will naturally follow. Service Levels Dependent personality service indexhip will naturally follow. Mail Service Beyend on present and future the art of fiving standard. Mail Service Dinheratoring to see that public transit has become such a contentious issue. Though it's not ideal that fund a public necessity. Mail Service Do not balance for MMATA bugics on the backs of working class people. They already suffer low wages, long commutes and irregular part-time hours. If WMATA class ervices for regliphorhoods full of people who car's in fortable. Teleship public transportation, with a davy to rotage standard in der out hom earch ther work, proceries on health for dor ther transportation with a davy to rotage and parking. PS courty reglination for selections to standards. If all service loss that ad the quality of life of residents of welther counties. Show work standards. If all service loss that ad the quality of life of residents of welthing counties. Show work standards. If all service loss that ad the quality of life of residents of welthing counties. Show work standards. Fulling varianter of principle. Successful businesse depend on workers accepting wages too low of afford a car, gas and parking. PS courty reglineship counties. Show work bo not charge well we loss that ad the quality of life of residents of well thread well was there and the presentes anothytic in the standard. Boreating B	Decreasing funding is a positive feedback loop, and metro will become unusable	Miscellaneous
Decreasing service is only going to reduce identify plant and continue the revenue death spiral. If you can provide frequent, the relable service factorish join intrauring for low. Decreasing service will only lead to fewer people using Metro (resulting in a death spiral) and impacting the neoses does not an issue it is operating to see that public transits the species who react the Metro falls on the years, rather than the government to fund a public necessity. Do not balance the WMATA budget on the backs of working class people. They already suffer low wages, long commutes and irregular part-time hours. If WMATA cuts services for neighborhoods the begoint who need the revels. The service Levels is the specific transport and public transportation for reliable public transportation for reliable struct entities to all of the service levels. Do not balance the MMATA budget on the backs of working class people. They already suffer low wages, long commutes and irregular part-time near their work, proceries or health care, what is the goal? Do WMATA's values support access to alfordable, respontation for reliable public transportation for reliable subic transport reliable guide	Decreasing service is crazy. We must fund public transit infrastructure effectively more cars is the	
provide frequent, reliable service idensity will naturally follow. Service Levels Decreasing service will only lead to fever people using Metro (resulting in a death spiral) and image depend on present and future the artor of lining standard. Miscellaneous Disheartening to see that public transt has become such a contentious issue. Though it?s not lead that the artor of lining standard. Miscellaneous Disheartening to see that public transt has become such a contentious issue. Though it?s not lead that the arcor of lining a public necessity. Miscellaneous Do not balance the WMATA budget on the backs of working class pople. They already suffer low wage, long comments and liring uight arc-time hours. If WMATA cust services for neighborhoods full of people who can't afford a car o home near their work, groceries or health care, what is the goal? Do WMATA's values support access to affordable, reliable public transportation, and economic inequality? Miscellaneous VMATA's values support access to affordable, reliable public transportation, with a duty to transport all presidents, not just a matter of principle. Successful businesses depend on workers accesting discrets of thi setuity a steave of the dre existent of wealthier counties. Show some leadership. Fulfill your mission. Provide public transportation. Operating Budget, Management and Spending Do not cus service unless. Its really Low ridership or volume. People and the earth rely on public transportation. Bus Service Do not cus service unless. Its really Low ridership or volume. Teanster the base of poor accounting and reactive management and Spending Servi	option? More traffic? Impossible.	Service Levels
Decreasing service will only lead to fewer people using Metro (resulting in a death spiral) and impacting hexpeople whorely on the system the most. Rail Service depend on present and future the att of living standard. Miscellaneous Dinheartening to see that subit crimes thas become such a contentious issue. Though it?3 not ideal that the increased cost to maintain & operate the Metro falls on the years, rather than the government to fand a public recessity. Miscellaneous Do not balance the WMATA budget on the backs of working diase people. They already suffer low wages, long commutes and irregular part time hours. If WMATA cuts services for neighborhoods full of people who cart's dired ar car bome near their work, groceries on health care, what is the gai? Do YMMATA's values support access to affordable reliable transport and for dired rar, gas and parking. PC county resident disportation, with advy to transport alrensitive? WMATA is a public utility, a steward of public transportation of residents who need their duoing and parking. PC county resident disportation, workers accepting distances to fill service public transportation. Operating Budget, Management and Spending Do not tainer with 2 bus route service. Bus Service Levels Bus Service Levels Do not service unless its really Low ridership or volume. People and the earth rely on public transportation or resident of your completion the set or everting. Bus Service Do not tainer the ZD USY methy conduction to Georegrown university. Bus Service Bus Service Do not tainer the ZD USY methy contabulter the set or core more frequenty, thank ten	Decreasing service is only going to reduce ridership and continue the revenue death spiral. If you can	
the people who rely on the system the most. Rall Service depend on present and future the stort of living standard. Miscellaneous Diphartering to see that public transit has become such a contentious issue. Though it?s not ideal that the increased cost to maintain & operate the Metro falls on the years, rather than the government to fund a public necessity. Fares/Fees/Parking Do not balance the VMATA budget on the backs of working class people. They already suffer low wage, long commutes and irregular part time hours. If VMATA cut services for neighborhoods full of people who car't afford a car or home near their work, groceries or health care, what is the goal? Do WMATA's values support access to affordable, reliable public transportation for residents who need it most and have no alternative? WMATA is a public cuthy, sateward of public transportation. Service Levels Do not afford a car, gas and parking. PG county residents dispropertionately commute long idatances to fill service jobs that alto the quality [16 of residents of wealthier counties. Show some Do not change the T2 bus route service. Operating Budget, Management and Spending Do not cut service unless is really Low ridership or volume. People and the earth rely on public transport every day. Dont take that away from them just because of poor accounting and reactive management DO NOT CUT SERVICE Bus Service Bus Service Do not eliminate the 2011 rS the out combinating is need the set way from them just because of coargetown unthry we need Bus Service Bus Service Bus Service Do not eliminate the 2011 rS then out combinative risk wea	provide frequent, reliable service ridership will naturally follow.	Service Levels
depend on present and future the art of kinnig standard. Mixcellaneous Dicheartening to see that public transit has become such a contentious issue. Though it's not ideal that the increased cost to maintain & operate the Metro fails on the years, rather than the government to fund a public necessity. Fares/Fees/Parking Do not balance the WMATA budget on the backs of working class people. They already suffer low wages, long commutes and irregular part-time hours. If WMATA cuts services for neighborhoods full of people who car'l afford a car or how near their work, groceries or health care, what is the goal? Do WMATA's values support access to affordable, reliable public transportation, with a duty to transport all residents of working. Successful businesses depend on workers accepting wages too low to afford a car, gas and parking. PG county residents of wealthier counties. Show some leadership. Fuffil your mission. Provide public transportation. Operating Budget, Management and Spending Do not classer with a dut to the quality of life of residents of wealthier counties. Show some leadership. Fuffil your mission. Provide public transportation. Operating Budget, Management and Spending Do not classer with early to wridership or volume. People and the earth rely on public transport frequently, thank you for take that away from them just because of poor accounting and reactive management frequently, thank you for taking the time to read. Operating Budget, Management and Spending Do not diarective unless its really tow ridership or volume. People and the earth rely on public transport frequently, thank you for taking the time to read. Bus Service Do not diarective unless its reall	Decreasing service will only lead to fewer people using Metro (resulting in a death spiral) and impacting	
Dicharening to see that public transit has become such a contentious issue. Though 16?s not ideal that the increased cost to maintain & operate the Metro falls on the years, rather than the government to fares/Fees/Parking Do not balance the WMATA budget on the backs of working class people. They already suffer Iow wages, long comutes and irregular part-time hours. If WMATA custors, relighborhoods full of people who can't afford a car or home near their work, groceries or health care, what is the goal? Do WMATA's values support access to affordable, reliable public transportation for residents who need it most and have no alternative? WMATA is a public utility, a steward of public transport options). This is not just a matter of principle. Successful businesses depend on workers accepting wages tool two tarford a car, gas and parking. PC county residents bigroportionately commute long distances to fill service jobs that add to the quality of life of residents of wealthier counties. Show some leadership. Fulfilly jour mission. Provide public transportation. Do not change the T2 bus route service. Do NOT CUT FERVICE DO NOT CUT SERVICE DO not take that away from them just because of poor accounting and reactive management frequently, thank you for taking the time to read. Do not diamate the G21 lifts the only connection to Georgetow university. Do not make any cuts to service and do not exorbitantly raise fares. The government needs to be better frequently, thank you for taking the time to read. Do not diamate the G21 lifts the only connection to Georgetow university. Do not make any cuts to service and do not exorbitantly raise fares. The government needs to be better funding Metro. Do not due what would be for everyone, not just rick commuters in the suburbs. SE DC deserves equitable transit. Don't cancel the DB11 Bus Service Don't do set the DB11 Bus Service Don't do set the DB11 Bus Service Don't do set the DB11 Bus Service Don't do se	the people who rely on the system the most.	Rail Service
the increased cost to maintain & operate the Metro falls on the years, rather than the government of find a public necessity. Find a public necessity. Find a public necessity. Find a public necessity. Find a public necessity is the goal? Do not balance the WMATA budget on the backs of working class people. They already suffer low wages, long commutes and irregular part-time hours. If WMATA cuts services for neighborhoods full of people who can't find o a car of nome near their work, groceries or health care, what is the goal? Do not near and their work, groceries or health care, what is the goal? Do not near and their work, groceries or health care, what is the goal? Do not work as uses to point cares to alfordable, reliable public transportation, with a duty to transport all on cidents, not just the wealthy one (who can afford dort ransport all on cidents, not just the wealth you control subject manyor tare in different, not just the wealth you control subject manyor and parking. PC county residents of wealthier counties. Show soom, and parking. PC county residents of wealther counties. Show soom, and parking. PC county resident is dispoprionately commute long long care transport of provide public transportation. Do pertaing Budget, Management and Spending. Do not cut service unless its really Low ridership or volume. People and the earth rely on public transport all on the tare the DO NOT CUT SERVICE. Do not cut service and park people of por accounting and reactive management of provide public transport all on the test of the DO NOT CUT SERVICE DO SP certains diver and a service in the service. Bus service communices the service and and near the service and and the core and the service in the service. Bus service communices the dest or to the service and and the core and the service the service and the service in the	depend on present and future the art of living standard.	Miscellaneous
fund a public necessity. Fares/Fees/Parking Do not balance the WMATA budget on the backs of working class people. They already suffer low wages, long commutes and irregular part-time hours. If WMATA cuts services for neighborhoods full of people who can't afford a car or home near their work, groceries or health care, what is the goal? Do WMATA's values support access to afforable, reliable public transportation, for residents who need it most and have no alternative? WMATA's a public utility, as teawerd of public transportation, wages too low to afford a car, gs and parking. PG county residents dispraportionately commute long Operating Budget, Management and Spending options). This is not just a matter of principle. Successful businesses depend on workers accepting wages too low to afford a car, gs and parking. PG county residents dispraportionately commute long Operating Budget, Management and Spending Do not talement be T2 bus route service. Bus Service Service Lees Do not tale wade that her may interning in each the 96 to come more Fervice Lees Operating Budget, Management and Spending Do not talement bus route is 10%. We are a very diverse economic and age community we need Bus Service Bus Service Description Do not talement bus routes in SW. We are a very diverse economic and age community we need Bus Service Bus Service Description Do not talement bus routes in SW. We are a very diverse economic and age community we need Bus Service Bus Service Descreting Budget, Ma	Disheartening to see that public transit has become such a contentious issue. Though it?s not ideal that	
fund a public necessity. Fares/Fees/Parking Do not balance the WMATA budget on the backs of working class people. They already suffer low wages, long commutes and irregular part-time hours. If WMATA cuts services for neighborhoods full of people who can't afford a car or home near their work, groceries or health care, what is the goal? Do WMATA's values support access to afforable, reliable public transportation, for residents who need it most and have no alternative? WMATA's a public utility, as teawerd of public transportation, wages too low to afford a car, gs and parking. PG county residents dispraportionately commute long Operating Budget, Management and Spending options). This is not just a matter of principle. Successful businesses depend on workers accepting wages too low to afford a car, gs and parking. PG county residents dispraportionately commute long Operating Budget, Management and Spending Do not talement be T2 bus route service. Bus Service Service Lees Do not tale wade that her may interning in each the 96 to come more Fervice Lees Operating Budget, Management and Spending Do not talement bus route is 10%. We are a very diverse economic and age community we need Bus Service Bus Service Description Do not talement bus routes in SW. We are a very diverse economic and age community we need Bus Service Bus Service Description Do not talement bus routes in SW. We are a very diverse economic and age community we need Bus Service Bus Service Descreting Budget, Ma	the increased cost to maintain & operate the Metro falls on the years, rather than the government to	
Do not balance the WMATA budget on the backs of working class people. They already suffer low wages, long commutes and irregular part-time hours. If WMATA cuts services for neighborhoods full of people who can't afford a car or home near their work, groceries or health care, what is the goal? Do WMATA's values require more traffic congestion, environmental pollution, and economic inequality? Or do WMATA's values support access to affordable, reliable public, transportation for residents who need it most and have no alternative? WMATA is a public utransportation for residents who or do WMATA's values support access to affordable, reliable public, transportation for residents who istances to fill service jobs that do the quality of life of residents of wealthier counties. Show some leadership, Fuffill your mission. Provide public transportation. Do not change the T2 bus route service. Do not change the T2 bus route service. Do Not CUT SERVICE Do not cut service unless its really Low ridership or volume. People and the earth rely on public transit every day. Dont take that away from them just because of poor accounting and reactive management DO NOT CUT THE D6 OR 96 PLEASEIII INEED THEMI If anything, i need the 96 to come more frequently. thank you for taking the time to read. Do not eliminate bus routes in SW. we are a very diverse economic and age community we need Bus Service Do not take that away fust on the miss fares. The government needs to be better funding Metro. Do not were vices to service and do not exorbitantly rais fares. The government needs to be better funding Metro. Do not alk and to the quality fares fares. The government needs to be better englaborhoods. WMATA should be for everyone, not just rich commuters in the suburbs. SE DC deserves equitable transit. Don't cacre the D6II Don't cacre	fund a public necessity.	Fares/Fees/Parking
people who can't afford a car or home near their work, groceries or health care, what is the goal? Do WMATA's values require more traffic congestion, environmental pollution, and economic inequality? Or do WMATA's values support access to affordable, reliable public transportation, with a duty to transport all residues, not just the wealthy ones (who can afford other transport all residues, not just the wealthy ones (who can afford other transport all residues, not just the wealthy ones (who can afford other transport all residues, not just the wealthy ones (who can afford other transport all residues, not just the wealthy ones (who can afford other transport all residues, not just the wealthy ones (who can afford other transport all residues). Fulfill your mission. Provide public transportation. Operating Budget, Management and Spending Service Service Service Service Service <t< td=""><td></td><td></td></t<>		
WMATA's values require more traffic congestion, environmental pollution, and economic inequality? Prode WMATA's values support access to affordable, reliable public transportation for residents who need it most and have no alternative? WMATA's is a public utility, a steward of public transportation, with a duty to transport all residents, not just a matter of principle. Successful businesses depend on workers accepting distances to fill service jobs that add to the quality of life of residents disproprionately commute long distances to fill service jobs that add to the quality of life of residents of wealthier counties. Show some discretion (and the public transportation. Operating Budget, Management and Spending Do not charge the T2 bus route service. Bus Service Service Levels Do not cut service unless its really Low ridership or volume. People and the earth rely on public transport Operating Budget, Management and Spending DO NOT CUT SERVICE Operating Budget, Management and Spending Operating Budget, Management and Spending DO NOT CUT SERVICE Operating Budget, Management and Spending Operating Budget, Management and Spending DO NOT CUT SERVICE Operating Budget, Management and Spending Operating Budget, Management and Spending DO NOT CUT SERVICE Service Service Service Do not cut service unless its really Low ridership or volume. People and the earth rely on public transport Service Service Do not Cut Service unless its really Low ridership or volume. Recopit and reactive mana	wages, long commutes and irregular part-time hours. If WMATA cuts services for neighborhoods full of	
WMATA's values require more traffic congestion, environmental pollution, and economic inequality? Prode WMATA's values support access to affordable, reliable public transportation for residents who need it most and have no alternative? WMATA's is a public utility, a steward of public transportation, with a duty to transport all residents, not just a matter of principle. Successful businesses depend on workers accepting distances to fill service jobs that add to the quality of life of residents disproprionately commute long distances to fill service jobs that add to the quality of life of residents of wealthier counties. Show some discretion (and the public transportation. Operating Budget, Management and Spending Do not charge the T2 bus route service. Bus Service Service Levels Do not cut service unless its really Low ridership or volume. People and the earth rely on public transport Operating Budget, Management and Spending DO NOT CUT SERVICE Operating Budget, Management and Spending Operating Budget, Management and Spending DO NOT CUT SERVICE Operating Budget, Management and Spending Operating Budget, Management and Spending DO NOT CUT SERVICE Operating Budget, Management and Spending Operating Budget, Management and Spending DO NOT CUT SERVICE Service Service Service Do not cut service unless its really Low ridership or volume. People and the earth rely on public transport Service Service Do not Cut Service unless its really Low ridership or volume. Recopit and reactive mana	people who can't afford a car or home near their work, groceries or health care, what is the goal? Do	
Or do WMATA's values support access to affordable, reliable public transportation for residents who need it most and have no alternative? WMATA is a public utility, a steward of public transport at resport at re	WMATA's values require more traffic congestion, environmental pollution, and economic inequality?	
need it most and have no alternative? WMATA is a public utility, a steward of public transportation, with a duty to transport all residents, not just the wealthy ones (who can afford other transport options). This is not just a matter of principle. Successful businesse depend on workers accepting wages too low to afford a car, gas and parking. PG county residents disproportionately commute long distances to fill service jobs that add to the quality of life of residents of wealthier counties. Show some Do not change the T2 bus route service. Do NOT CUT SERVICE DO NOT CUT SERVICE DO NOT cut service unless its really Low ridership or volume. People and the earth rely on public trans devery day. Dont take that away from them just because of poor accounting and reactive managemet requently. thank you for taking the time to read. Do not cut service unless its really Low ridership or volume. People and the earth rely on public trans frequently. thank you for taking the time to read. Do not cut service unless its really Low ridership or volume. People and the earth rely on public trans frequently. thank you for taking the time to read. Do not eliminate the G21 IF2's the only connection to Georgetown university. Do not make any cuts to service and do not exorbitantly raise fares. The government needs to be better funding Metro. Do not accel in neighborhoods to become transit deserts. Do not cut bus lines in low-incorme neighborhoods. WMATA should be for everyone, not just rich commuters in the suburbs. SE DC deserves equitable transit. Do not take any cuts to service and do not exorbitantly raise fares. The government needs to be better at stadiums like kudi Field and Nationals Park past 10pm. We also have people working late pasts ton in to cut is very convenient for metro to stay open on the weekends. We have people that work at stadiums like kudi Field and Nationals Park past 10pm. We also have people working late pasts ton in DC. It is very convenient for metro to stay open for them to get home. Try to keep the week		
with a duty to transport all residents, not just the wealthy ones (who can afford other transport options). This is not just a matter of principle. Successful businesses depend on workers accepting wages too low to afford a car, gas and parking. P6 courty residents disproprionately commute long distances to fill service jobs that add to the quality of life of residents of wealthier counties. Show some leadership. Fulfil your mission. Provide public transportation. Do not change the T2 bus route service. DO NOT CUT SERVICE Do not take that away from them just because of poor accounting and reactive management operating Budget, Management and Spending OPerating Budget, Management and Spending OP		
options). This is not just a matter of principle. Successful businesses depend on workers accepting wages too low to afford a car, gas and parking. PG county residents disproportionately commute load distances to fill service jobs that add to the quality of life of residents of weathier counties. Show some leadership. Fulfill your mission. Provide public transportation.Operating Budget, Management and SpendingDo not change the T2 bus route service.Bus ServiceServiceDo not cut service unless its really tow ridership or volume. People and the earth rely on public transt every day. Don t take that away from them just because of poor accounting and reactive management DO NOT CUT TEME 06 08 96 PLEASEIII I NEED THEMI! If anything, i need the 96 to come more frequently. thank you for taking the time to read.Bus ServiceDo not eliminate bus routes in SW. we are a very diverse economic and age community we need Do not take any cuts to service and do not exorbitantly raise fares. The government needs to be better funding Metro.Bus ServiceDo not public transit.Bus ServiceDo not cut bus lines in low-income freighborhoods. WMATA should be for everyone, not just rich commuters in the suburbs. SE DC deserves equitable transit.Bus ServiceDon't close the system at 10pm. Try to keep Metro open on the weekends. We have people that work at stadiums like Audi Field and Nationals Park past 10pm. We also have people working late pass ten in port close		
wages too low to afford a car, gas and parking. PG county residents disproportionately commute long distances to fill service jobs that add to the quality of life of residents of wealthire counties. Show leadership. Fulfill your mission. Provide public transportation.Operating Budget, Management and SpendingDo not change the T2 bus route service.Bus ServiceDo not CUT SERVICEService LevelsDo not cut service unless its really Low ridership or volume. People and the earth rely on public trans every day. Dont take that away from them just because of poor accounting and reactive management DO NOT CUT THE D6 0R 96 PLEASEIII NEED THEMII if anything, i need the 96 to come more frequently. thank you for taking the time to read.Bus ServiceDo not cut service and so not exorbitantly raise fares. The government needs to be better funding Metro.Bus ServiceDo not push certain neighborhoods to become transit deserts. Do not cut bus lines in low-income neighborhoods to be core, not just rich commuters in the suburbs. SE DC deserve equitable transit.Bus ServiceDo not take the system at 10pm. Try to keep Metro open on the weekends. We have people that work at stadiums like Audi Field and Nationals Park past 10pm. We also have people working late past term to stay service how convert for metro to stay open for them to get home. Try to keep ther open service have and on the week neighborhoods to stay open for them to get home. Try to keep the weekend and week hight fare after 9pm at 2 dollars. Also, have WMATA police partol the stations at certain times of the day due to homeles staying/trespassing on private, people solicitating for money and other majorDesting Budget, Management and SpendingDo not cut serviceBus ServiceBus ServiceDo not cut servi		
distances to fill service jobs that add to the quality of life of residents of wealthier counties. Show some leadership. Fulfill your mission. Provide public transportation. Operating Budget, Management and Spending Do not change the T2 bus route service. Service Service Levels Do NOT CUT SERVICE Service unless its really low ridership or volume. People and the earth rely on public transit every day. Dont take that away from them just because of poor accounting and reactive management every day. Dont take that away from them just because of poor accounting and reactive management frequently. thank you for taking the time to read. Operating and reactive management frequently. thank you for taking the time to read. Bus Service Do not eliminate the G2 IIY St the only connection to Georgetown university. Bus Service Do not that the that to the to ear a very diverse economic and age community we need to not eliminate the G2 IIY St the only connection to Georgetown university. Do not public transit. Bus Service Do not public transit the G2 IIY St the only connection to Georgetown university. Do not public transit deserts. Do not cut bus lines in low-income neighborhoods. WMATA should be for everyone, not just rich commuters in the suburbs. SE DC deserves equitable transit. Don?t cancel the D6!! Don?t close the system at 10pm. Try to keep Metro open on the weekends. We have people that work at stadiums like Audi Field and Nationals Park past 10pm. We also have people working late past en in DC. It is very convenient for metro to stay open for them to get home. Try to keep the weekend and week night frea fare? pm at 2 dollars. Also, have WMATA police partor the station as a creatin meang of the day due to homeless staying/trespassing on private, people solicitating for money and other major		
leadership. Fulfill your mission. Provide public transportation. Operating Budget, Management and Spending Do not change the T2 bus route service. Bus Service DO NOT CUT SERVICE Service Levels Do not cut service unless its really Low ridership or volume. People and the earth rely on public transit every day. Dont take that away from them just because of poor accounting and reactive management Operating Budget, Management and Spending DO NOT CUT THE D6 OR 96 PLEASEIII INEED THEMIII if anything, i need the 96 to come more frequently, thank you for taking the time to read. Bus Service Do not eliminate bus routes in SW. we are a very diverse economic and age community we need Do not eliminate the G2I It?s the only connection to Georgetown university. Bus Service Do not make any cuts to service and do not exorbitantly raise fares. The government needs to be better funding Metro. Capital Budget Do not eliminate the D6I It?s the only connection to georgetown university. Bus Service Do not cut bus lines in low-income neighborhoods. WMATA should be for everyone, not just rich commuters in the suburbs. SE DC deserves equitable transit. Bus Service Don?t Cose the system at 10pm. Try to keep Metro open on the weekends. We have people that work at stadiums like Audi Field and Nationals Park past 10pm. We also have people working late pass ten in DC. It is very convenient for metro to stay open for them to get home. Try to keep the weekend and week night fare after 9pm at 2 dollars. Also, have WMATA police patrol the stations at certain times of the day due to h		
Do not change the T2 bus route service. Bus Service DO NOT CUT SERVICE Service Levels Do not cut service unless its really Low ridership or volume. People and the earth rely on public transit Operating Budget, Management and Spending DO NOT CUT THE D6 OR 96 PLEASE!!! I NEED THEM!! if anything, i need the 96 to come more Operating Budget, Management and Spending Do not climinate bus routes in SW. we are a very diverse economic and age community we need Bus Service Do not talk inniate bus routes in SW. we are a very diverse economic and age community we need Bus Service Do not talk minate bus routes in SW. we are a very diverse economic and age community we need Bus Service Do not talk minate bus routes in SW. we are a very diverse economic and age community we need Bus Service Do not talk minate the G2! It?s the only connection to Georgetown university. Bus Service Do not talk minate bus routes and do not exorbitantly raise fares. The government needs to be better funding Metro. Capital Budget Do not talk the fare furt OPM at talk should be for everyone, not just rich commuters in the suburbs. SE DC Bus Service Don?t cancel the D6!! Bus Service Don?t cancel the D6!! Bus Service Don?t close the system at 10pm. Try to keep Metro open on the weekends. We have people that work at stadiums like Audi Field and Nationals Park past 10pm. We also have people working		Operating Budget, Management and Spending
DO NOT CUT SERVICE Service Levels Do not cut service unless its really Low ridership or volume. People and the earth rely on public transit every day. Dont take that away from them just because of poor accounting and reactive management Operating Budget, Management and Spending DO NOT CUT THE D6 OR 96 PLEASE!!!! NEED THEM!! if anything, i need the 96 to come more frequently. thank you for taking the time to read. Operating Budget, Management and Spending Do not eliminate bus routes in SW. we are a very diverse economic and age community we need Do not eliminate the G2! It?s the only connection to Georgetown university. Bus Service Do not make any cuts to service and do not exorbitantly raise fares. The government needs to be better funding Metro. Capital Budget Do not public transit. Bus Service Don?t cancel the D6!! Bus Service Don?t cancel the past at 10pm. Try to keep Metro open on the weekends. We have people that work at stadiums like Audi Field and Nationals Park past 10pm. We also have people working late pass ten in DC. It is very convenient for metro to stay open for them to get home. Try to keep the weekend and week night frea farte 70pm at 2 dollars. Also, have WMATA police partol the stations at certain times of the day due to homeless staying/trespassing on private, people solicitating for money and other major		
Do not cut service unless its really Low ridership or volume. People and the earth rely on public transit every day. Dont take that away from them just because of poor accounting and reactive management DO NOT CUT THE D6 OR 96 PLEASE!!! I NEED THEM!! if anything, i need the 96 to come more frequently. thank you for taking the time to read. Do not eliminate bus routes in SW. we are a very diverse economic and age community we need Do not eliminate bus routes in SW. we are a very diverse economic and age community we need Do not eliminate the G2! It?s the only connection to Georgetown university. Do not reliminate the G2! It?s the only connection to Georgetown university. Do not push certain neighborhoods to become transit deserts. Do not cut bus lines in low-income neighborhoods. WMATA should be for everyone, not just rich commuters in the suburbs. SE DC deserves equitable transit. Don?t close the system at 10pm. Try to keep Metro open on the weekends. We have people that work at stadiums like Audi Field and Nationals Park past 10pm. We also have people working late pass ten in DC. It is very convenient for metro to stay open for them to get home. Try to keep the weekend and week night fare after 9pm at 2 dollars. Also, have WMATA police patrol the stations at certain imes of the day due to homeless staying/trespassing on private, people solicitating for money and other major		
every day. Dont take that away from them just because of poor accounting and reactive management Operating Budget, Management and Spending DO NOT CUT THE D6 OR 96 PLEASEIII INEED THEMI! if anything, i need the 96 to come more frequently, thank you for taking the time to read. Bus Service Do not eliminate bus routes in SW. we are a very diverse economic and age community we need Do not eliminate the G2! It?s the only connection to Georgetown university. Bus Service Do not make any cuts to service and do not exorbitantly raise fares. The government needs to be better funding Metro. Capital Budget Do not pain neighborhoods to become transit deserts. Do not cut bus lines in low-income neighborhoods. WMATA should be for everyone, not just rich commuters in the suburbs. SE DC deserves equitable transit. Bus Service Don?t cacel the D6!! Bus Service Don?t cace the poster at 10pm. Try to keep Metro open on the weekends. We have people that work at stadiums like Audi Field and Nationals Park past 10pm. We also have people working late pasts ten in Dc. It is very convenient for metro to stay open for them to get home. Try to keep the weekend and week night fare after 9pm at 2 dollars. Also, have WMATA police partol the stations at certain times of the day due to homeless staying/trespassing on private, people solicitating for money and other major		
DO NOT CUT THE D6 OR 96 PLEASE!!! I NEED THEM!! if anything, i need the 96 to come more frequently. thank you for taking the time to read. Do not eliminate bus routes in SW. we are a very diverse economic and age community we need Do not eliminate the G21 It?s the only connection to Georgetown university. Do not make any cuts to service and do not exorbitantly raise fares. The government needs to be better funding Metro. Do not eliminate the G21 It?s the only connection to Georgetown university. Do not make any cuts to service and do not exorbitantly raise fares. The government needs to be better funding Metro. Do not public certain neighborhoods to become transit deserts. Do not cut bus lines in low-income neighborhoods. WMATA should be for everyone, not just rich commuters in the suburbs. SE DC deserves equitable transit. Bus Service Don?t cancel the D6!! Don?t case the system at 10pm. Try to keep Metro open on the weekends. We have people that work at stadiums like Audi Field and Nationals Park past 10pm. We also have people working late pass ten in DC. It is very convenient for metro to stay open for them to get home. Try to keep the weekend and week night fare after 9pm at 2 dollars. Also, have WMATA police partol the stations at certain times of the day due to homeless staying/trespassing on private, people solicitating for money and other major		Operating Budget, Management and Spending
frequently. thank you for taking the time to read. Bus Service Do not eliminate bus routes in SW. we are a very diverse economic and age community we need Bus Service Do not eliminate the G2ll It?s the only connection to Georgetown university. Bus Service Do not nake any cuts to service and do not exorbitantly raise fares. The government needs to be better funding Metro. Capital Budget Do not push certain neighborhoods to become transit deserts. Do not cut bus lines in low-income neighborhoods. WMATA should be for everyone, not just rich commuters in the suburbs. SE DC deserves equitable transit. Bus Service Don?t close the pStIm at 10pm. Try to keep Metro open on the weekends. We have people that work at stadiums like Audi Field and Nationals Park past 10pm. We also have people working late pass ten in DC. It is very convenient for metro to stay open for them to get home. Try to keep the weekend and week night fare after 9pm at 2 dollars. Also, have WMATA police patrol the stations at certain times of the day due to homeless staying/trespassing on private, people solicitating for money and other major		
Do not eliminate bus routes in SW. we are a very diverse economic and age community we need Bus Service Do not eliminate the G2I It?s the only connection to Georgetown university. Bus Service Do not rake any cuts to service and do not exorbitantly raise fares. The government needs to be better funding Metro. Capital Budget Do not push certain neighborhoods to become transit deserts. Do not cut bus lines in low-income neighborhoods. WMATA should be for everyone, not just rich commuters in the suburbs. SE DC deserves equitable transit. Bus Service Don?t cacle the D5II Bus Service Don?t close the system at 10pm. Try to keep Metro open on the weekends. We have people that work at stadiums like Audi Field and Nationals Park past 10pm. We also have people working late pass ten in DC. It is very convenient for metro to stay open for them to get home. Try to keep the weeknd and week night frae after 9pm at 2 dollars. Also, have WMATA police patrol the stations at certain times of the day due to homeless staying/trespassing on private, people solicitating for money and other major	1 0.	Bus Service
Do not eliminate the G2I It?s the only connection to Georgetown university. Do not make any cuts to service and do not exorbitantly raise fares. The government needs to be better funding Metro. Do not push certain neighborhoods to become transit deserts. Do not cut bus lines in low-income neighborhoods. WMATA should be for everyone, not just rich commuters in the suburbs. SE DC deserves equitable transit. Don't cancel the D6II Don't cancel the D6II Don't cancel the Jost 10pm. Try to keep Metro open on the weekends. We have people that work at stadiums like Audi Field and Nationals Park past 10pm. We also have people working late pass ten in DC. It is very convenient for metro to stay open for them to get home. Try to keep the weekend and week night fare after 9pm at 2 dollars. Also, have WMATA police patrol the stations at certain times of the day due to homeless staying/trespassing on private, people solicitating for money and other major		
Do not make any cuts to service and do not exorbitantly raise fares. The government needs to be better funding Metro. Capital Budget Do not push certain neighborhoods to become transit deserts. Do not cut bus lines in low-income neighborhoods. WMATA should be for everyone, not just rich commuters in the suburbs. SE DC deserves equitable transit. Bus Service Don?t cancel the D6!! Don?t cancel the system at 10pm. Try to keep Metro open on the weekends. We have people that work at stadiums like Audi Field and Nationals Park past 10pm. We also have people working late pass ten in DC. It is very convenient for metro to stay open for them to get home. Try to keep the weekend and week night fare after 9pm at 2 dollars. Also, have WMATA police partor the stations at certain times of the day due to homeless staying/trespassing on private, people solicitating for money and other major		
funding Metro. Capital Budget Do not push certain neighborhoods to become transit deserts. Do not cut bus lines in low-income neighborhoods. WMATA should be for everyone, not just rich commuters in the suburbs. SE DC deserves equitable transit. Bus Service Don't cancel the D6!! Bus Service Don't cancel the D6!! Bus Service Don't cancel the dationals Park past 10pm. We also have people working late pass ten in DC. It is very convenient for metro to stay open for them to get home. Try to keep the weekend and week night fare after 9pm at 2 dollars. Also, have WMATA police patrol the stations at certain times of the day due to homeless staying/trespassing on private, people solicitating for money and other major	see and our of the only connection to ocolgetown university.	
Do not push certain neighborhoods to become transit deserts. Do not cut bus lines in low-income neighborhoods. WMATA should be for everyone, not just rich commuters in the suburbs. SE DC deserves equitable transit. Don?t cancel the D6!! Don?t cancel the D6!! Don?t cancel the D6!! Don?t cancel diverse and the D6! Bus Service Don?t cancel diverse and the D6! Bus Service Don?t cancel the D6!! Don?t cancel the D6!! Bus Service Don?t cancel the D6!! Bus Service Don?t cancel the D6!! Bus Service Don?t cancel the D6!! Bus Service Don?t cancel the D6!! Bus Service Bus		
neighborhoods. WMATA should be for everyone, not just rich commuters in the suburbs. SE DC deserves equitable transit. Bus Service Don?t cancel the D6!! Bus Service Don?t cancel the D6!! Bus Service Don?t cancel the J0!! Bus Service Don?t close the system at 10pm. Try to keep Metro open on the weekends. We have people that work at stadiums like Audi Field and Nationals Park past 10pm. We also have people working late pass ten in DC. It is very convenient for metro to stay open for them to get home. Try to keep the weekend and week night fare after 9pm at 2 dollars. Also, have WMATA police patrol the stations at certain times of the day due to homeless staying/trespassing on private, people solicitating for money and other major	Do not make any cuts to service and do not exorbitantly raise fares. The government needs to be better	Capital Budget
deserves equitable transit. Bus Service Don?t cancel the D6!! Bus Service Don?t close the system at 10pm. Try to keep Metro open on the weekends. We have people that work at stadiums like Audi Field and Nationals Park past 10pm. We also have people working late pass ten in DC. It is very convenient for metro to stay open for them to get home. Try to keep the weekend and week night fare after 9pm at 2 dollars. Also, have WMATA police patrol the stations at certain times of the day due to homeless staying/trespassing on private, people solicitating for money and other major	Do not make any cuts to service and do not exorbitantly raise fares. The government needs to be better funding Metro.	Capital Budget
Don?t cancel the D6!! Bus Service Don?t close the system at 10pm. Try to keep Metro open on the weekends. We have people that work at stadiums like Audi Field and Nationals Park past 10pm. We also have people working late pass ten in DC. It is very convenient for metro to stay open for them to get home. Try to keep the weekend and week night fare after 9pm at 2 dollars. Also, have WMATA police patrol the stations at certain times of the day due to homeless staying/trespassing on private, people solicitating for money and other major	Do not make any cuts to service and do not exorbitantly raise fares. The government needs to be better funding Metro. Do not push certain neighborhoods to become transit deserts. Do not cut bus lines in low-income	Capital Budget
Don?t close the system at 10pm. Try to keep Metro open on the weekends. We have people that work at stadiums like Audi Field and Nationals Park past 10pm. We also have people working late pass ten in DC. It is very convenient for metro to stay open for them to get home. Try to keep the weekend and week night fare after 9pm at 2 dollars. Also, have WMATA police patrol the stations at certain times of the day due to homeless staying/trespassing on private, people solicitating for money and other major	Do not make any cuts to service and do not exorbitantly raise fares. The government needs to be better funding Metro. Do not push certain neighborhoods to become transit deserts. Do not cut bus lines in low-income neighborhoods. WMATA should be for everyone, not just rich commuters in the suburbs. SE DC	
at stadiums like Audi Field and Nationals Park past 10pm. We also have people working late pass ten in DC. It is very convenient for metro to stay open for them to get home. Try to keep the weekend and week night fare after 9pm at 2 dollars. Also, have WMATA police patrol the stations at certain times of the day due to homeless staying/trespassing on private, people solicitating for money and other major	Do not make any cuts to service and do not exorbitantly raise fares. The government needs to be better funding Metro. Do not push certain neighborhoods to become transit deserts. Do not cut bus lines in low-income neighborhoods. WMATA should be for everyone, not just rich commuters in the suburbs. SE DC deserves equitable transit.	Bus Service
DC. It is very convenient for metro to stay open for them to get home. Try to keep the weekend and week night fare after 9pm at 2 dollars. Also, have WMATA police patrol the stations at certain times of the day due to homeless staying/trespassing on private, people solicitating for money and other major	Do not make any cuts to service and do not exorbitantly raise fares. The government needs to be better funding Metro. Do not push certain neighborhoods to become transit deserts. Do not cut bus lines in low-income neighborhoods. WMATA should be for everyone, not just rich commuters in the suburbs. SE DC deserves equitable transit. Don?t cancel the D6!!	Bus Service
week night fare after 9pm at 2 dollars. Also, have WMATA police patrol the stations at certain times of the day due to homeless staying/trespassing on private, people solicitating for money and other major	Do not make any cuts to service and do not exorbitantly raise fares. The government needs to be better funding Metro. Do not push certain neighborhoods to become transit deserts. Do not cut bus lines in low-income neighborhoods. WMATA should be for everyone, not just rich commuters in the suburbs. SE DC deserves equitable transit. Don?t cancel the D6!! Don?t close the system at 10pm. Try to keep Metro open on the weekends. We have people that work	Bus Service
the day due to homeless staying/trespassing on private, people solicitating for money and other major	Do not make any cuts to service and do not exorbitantly raise fares. The government needs to be better funding Metro. Do not push certain neighborhoods to become transit deserts. Do not cut bus lines in low-income neighborhoods. WMATA should be for everyone, not just rich commuters in the suburbs. SE DC deserves equitable transit. Don?t cancel the D6!! Don?t close the system at 10pm. Try to keep Metro open on the weekends. We have people that work a stadiums like Audi Field and Nationals Park past 10pm. We also have people working late pass ten in	Bus Service
	Do not make any cuts to service and do not exorbitantly raise fares. The government needs to be better funding Metro. Do not push certain neighborhoods to become transit deserts. Do not cut bus lines in low-income neighborhoods. WMATA should be for everyone, not just rich commuters in the suburbs. SE DC deserves equitable transit. Don?t cancel the DGI! Don?t close the system at 10pm. Try to keep Metro open on the weekends. We have people that work at stadiums like Audi Field and Nationals Park past 10pm. We also have people working late pass ten in DC. It is very convenient for metro to stay open for them to get home. Try to keep the weekend and	Bus Service
incluents. It y to stop rare evasion on posses due to people not paying their rares. BRZ SERVICE	Do not make any cuts to service and do not exorbitantly raise fares. The government needs to be better funding Metro. Do not push certain neighborhoods to become transit deserts. Do not cut bus lines in low-income neighborhoods. WMATA should be for everyone, not just rich commuters in the suburbs. SE DC deserves equitable transit. Don?t cancel the D6!! Don?t close the system at 10pm. Try to keep Metro open on the weekends. We have people that work at stadiums like Audi Field and Nationals Park past 10pm. We also have people working late pass ten in DC. It is very convenient for metro to stay open for them to get home. Try to keep the weekend and week night fare after 9pm at 2 dollars. Also, have WMATA police patrol the stations at certain times of	Bus Service
	Do not make any cuts to service and do not exorbitantly raise fares. The government needs to be better funding Metro. Do not push certain neighborhoods to become transit deserts. Do not cut bus lines in low-income neighborhoods. WMATA should be for everyone, not just rich commuters in the suburbs. SE DC deserves equitable transit. Don?t cancel the D6!! Don?t close the system at 10pm. Try to keep Metro open on the weekends. We have people that work at stadiums like Audi Field and Nationals Park past 10pm. We also have people working late pass ten in DC. It is very convenient for metro to stay open for them to get home. Try to keep the weekend and week night fare after 9pm at 2 dollars. Also, have WMATA police patrol the stations at certain times of the day due to homeless staying/trespassing on private, people solicitating for money and other major	Bus Service Bus Service

Comment	Category Due Control of Control o
Don?t cut any lines! Please! I love the metro!	Bus Service
Don?t cut redline commuter hour frequency!!! Don?t cut T2 or L8 bus service?it?s already very infrequent and needed!!	Bus Service
don?t cut service :)	Service Levels
Don't cut service!	Service Levels
Don't eliminate the 96. There is no reasonable alternative.	Service Levels
Don?t get rid of the D6 please!!! Very important for getting across town!!!	Bus Service
Don?t make buses free. Seems like you need the money	Bus Service
DON?T TOUCH THE 33 BUS. SO NECESSARY AND ALWAYS FULL. Get federal funding please :)	Bus Service
Don't cut lines ir routes!	Bus Service
During weekdays, metro service cuts or fare increases would almost guarantee that my wife and I	
would drive to work instead of taking the metro. We enjoy the convenience and affordability of the	
metro when going to work but if prices increase it would be cheaper for us to drive to work and pay for	
parking. There are also already issues with the amount of people taking the train during rush hour so	
decreasing service would make metro travel more frustrating and dangerous. While the information	
provided states that fare avoidance has been reduced by 70% I still see people hopping the turnstile	
every time I ride. Instead of punishing the people who support the metro, more focus should be put on	
those who ruin it for the rest of us.	Bus Service
East west service should not be part of the but routes eliminated, such as 42, 96, D6. Those fill a gap	
that metro rail does not fill.	Bus Service
Eliminating and drastically shortening bus routes, as Metro proposes, would cut off many people and	
communities from much-needed public transportation. In particular, my family and I live in SW DC and	
rely on the p6, 52, and 54 routes regularly? all of which would be eliminated in our neighborhood by	
metro?s proposal. This would leave the entire southwest/ wharf/ waterfront area virtually without bus	
service, just as the area is growing and expanding? and reliable public transportation is needed more than once it would describe the owner transportation entires for work and recreational activities.	
than ever. It would drastically limit my own transportation options for work and recreational activities, and increase my commute time. As a lifelong DC-area resident who uses public transportation daily, I	
strongly urge metro to reject these bus service cuts.	Bus Service
eliminating and extremely reducing service for busses leaves people without vehicles all but stranded	
with the only options to walk for >1 hour to their destination, or to pay an insane price for ubers or	
other third party rideshares. It?s unacceptable to leave so many people without proper public transit	Bus Service
Eliminating that many bus routes is so drastic! Please reconsider - the metro just isn't that accessible in	
many parts of the city. We need the buses. Please do surveys on the actual routes themselves so that	
folks know what is being proposed (e.g., have this survey available electronically and on paper when	
you step onto the D6/96/and other 80+ routes).	Service Levels
Eliminating the 74 bus service and not replacing it with an alternative is simply ridiculous	Bus Service
Eliminating the T2 will cause a lot of hardship on people who don?t have cars who need to go out River	
Road to Falls Road and north to Rockville.	Bus Service
Elimination of the D6 route would be catastrophic for families in my neighborhood (12th and D NE	
area). The D6 is a mainstay in Capitol Hill, allowing folks in our neighborhood to get downtown. The	
walk to metro from my home is just under a mile (to either Easter Market or Union Station). The long	
walk is made worse by crime in the neighborhood being at a high. It is simply not safe to walk such a	
distance in Capitol Hill these days, particularly during the early morning or late evening commuting	
hours. I use the D6 nearly every day, as do many of my neighbors. Please do not cut the D6 line leaving	
us with no metro service to our neighborhood.	Bus Service
	busservice
In some routes I agree I believe that Metro has data from where there is less concurrence and where	
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to	
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay.	Bus Service
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to	
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that	Bus Service
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes	Bus Service Miscellaneous
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment.	Bus Service Miscellaneous
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they	Bus Service Miscellaneous Fares/Fees/Parking
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay.	Bus Service Miscellaneous Fares/Fees/Parking
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we go out of all users and workers that are my opinion that is my opinion	Bus Service Miscellaneous Fares/Fees/Parking
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that do not affect or pay more because DC and metro can stop fare	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Rail Service
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!!	Bus Service Miscellaneous Fares/Fees/Parking Bus Service
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Rail Service
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Rail Service Fares/Fees/Parking
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanlines, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc.	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc.	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Rail Service Fares/Fees/Parking
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc. Everything is going well so keep going Fare increases are far preferable to service changes. Service cutbacks will sharply reduce or terminate	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc.	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Miscellaneous
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc. Everything is going well so keep going Fare increases are far preferable to service changes. Service cutbacks will sharply reduce or terminate my use of the Metro transport system. PLEASE PRESERVE THE 96 METROBUS ROUTE IN DC, WHICH I	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanlines, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc. Everything is going well so keep going Fare increases are far preferable to service changes. Service cutbacks will sharply reduce or terminate my use of the Metro transport system. PLEASE PRESERVE THE 96 METROBUS ROUTE IN DC, WHICH I USE FREQUENTLY.	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Miscellaneous
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc. Everything is going well so keep going Fare increases are far preferable to service changes. Service cutbacks will sharply reduce or terminate my use of the Metro transport system. PLEASE PRESERVE THE 96 METROBUS ROUTE IN DC, WHICH I USE FREQUENTLY.	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc. Everything is going well so keep going Fare increases are far preferable to service changes. Service cutbacks will sharply reduce or terminate my use of the Metro transport system. PLEASE PRESERVE THE 96 METROBUS ROUTE IN DC, WHICH I USE FREQUENTLY. Fare increases vs service cuts is false framing. DC govt should spend less on policing and invest in our city?s social infrastructure, including free and affordable public transit	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc. Everything is going well so keep going Fare increases are far preferable to service changes. Service cutbacks will sharply reduce or terminate my use of the Metro transport system. PLEASE PRESERVE THE 96 METROBUS ROUTE IN DC, WHICH I USE FREQUENTLY. Fare increases vs envice cuts is false framing. DC govt should spend less on policing and invest in our city?s social infrastructure, including free and affordable public transit Find the funding. (Administrative cuts, property sales etc.)	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc. Everything is going well so keep going Fare increases are far preferable to service changes. Service cutbacks will sharply reduce or terminate my use of the Metro transport system. PLEASE PRESERVE THE 96 METROBUS ROUTE IN DC, WHICH I USE FREQUENTLY. Fare increases vs service cuts is false framing. DC govt should spend less on policing and invest in our city?s social infrastructure, including free and affordable public transit Find the funding. (Administrative cuts, property sales etc.) Firstly, do you really need to ask the public what they think about yet more fare increases? You don't already know? Secondly, you didn't give the right choices. The prefered choice is not between service cuts and fare increases. It's about using what you have more efficiently and effectively. Stop the fare	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc. Everything is going well so keep going Fare increases are far preferable to service changes. Service cutbacks will sharply reduce or terminate my use of the Metro transport system. PLEASE PRESERVE THE 96 METROBUS ROUTE IN DC, WHICH I USE FREQUENTLY. Fare increases vs service cuts is false framing. DC govt should spend less on policing and invest in our city?s social infrastructure, including free and affordable public transit Find the funding. (Administrative cuts, property sales etc.) Firstly, do you really need to ask the public what they think about yet more fare increases? You don't already know? Secondly, you didn't give the right choices. The prefered choice is not between service cuts and fare increases. It's ab	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion. Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc. Everything is going well so keep going Fare increases are far preferable to service changes. Service cutbacks will sharply reduce or terminate my use of the Metro transport system. PLEASE PRESERVE THE 96 METROBUS ROUTE IN DC, WHICH I USE FREQUENTLY. Fare increases vs service cuts is false framing. DC govt should spend less on policing and invest in our city?s social infrastructure, including free and affordable public transit Find the funding. (Administrative cuts, property sales etc.) Firstly, do you really need to ask the public what they think about yet more fare increases? You don't already know? Secondly, you didn't give the right choices. The prefered choice is not between service cuts and fare increases. It's a	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc. Everything is going well so keep going Fare increases are far preferable to service changes. Service cutbacks will sharply reduce or terminate my use of the Metro transport system. PLEASE PRESERVE THE 96 METROBUS ROUTE IN DC, WHICH I USE FREQUENTLY. Fare increases vs service cuts is false framing. DC govt should spend less on policing and invest in our city?s social infrastructure, including free and affordable public transit Find the funding, (Administrative cuts, property sales etc.) Firstly, do you really need to ask the public what they think about yet more fare increases? You don't already know? Secondly, you didn't give the right choices. The prefered choice is not between service cuts and fare increases. It's about using what you have more efficiently and effectively. Stop the fare jumpers and you'll fund your operation into infinity! Replace the sleeping attendants in the	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc. Everything is going well so keep going Fare increases are far preferable to service changes. Service cutbacks will sharply reduce or terminate my use of the Metro transport system. PLEASE PRESERVE THE 96 METROBUS ROUTE IN DC, WHICH I USE FREQUENTLY. Fare increases vs service cuts is false framing. DC govt should spend less on policing and invest in our city?s social infrastructure, including free and affordable public transit Find the funding. (Administrative cuts, property sales etc.) Firstly, do you really need to ask the public what they think about yet more fare increases? You don't already know? Secondly, you didn't give the right choices. The prefered choice is not between service cuts and fare increases. It's about using what you have more efficiently and effectively. Stop the fare jumpers and you'll fund your operation into infinity! Replace the sleeping attendants in the	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Miscellaneous Bus Service Bus Service Capital Budget
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that are agan righteous canvians in everything that make decisions that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc. Everything is going well so keep going Fare increases are far preferable to service changes. Service cutbacks will sharply reduce or terminate my use of the Metro transport system. PLEASE PRESERVE THE 96 METROBUS ROUTE IN DC, WHICH I USE FREQUENTLY. Fare increases vs service cuts is false framing. DC govt should spend less on policing and invest in our city?s social infrastructure, including free and affordable public transit Find the funding. (Administrative cuts, property sales etc.) Firstly, do you really need to ask the public what they think about yet more fare increases? You don't already know? Secondly, you didn't give the right choices. The prefered choice is not between service cuts and fare increases. It's about using what you have more ef	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion that is my opinion that is my opinion that is is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc. Everything is going well so keep going Fare increases are far preferable to service changes. Service cutbacks will sharply reduce or terminate my use of the Metro transport system. PLEASE PRESERVE THE 96 METROBUS ROUTE IN DC, WHICH I USE FREQUENTLY. Firstly, do yue really need to ask the public what they think about yet more fare increases? You don't aiready know? Secondly, you didn't give the right choices. The prefered choice is not between service cuts and fare increases. It's about using what you have more efficiently and effectively. Stop the fare jumpers and you'll fund your operation into infinity! Replace the sleeping attendants in the booths at metro stations with energized, active people. Hence, stoppping fare jumping. Have more security in the stations and on the trains and you will stop a	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Miscellaneous Bus Service Bus Service Bus Service Capital Budget Bus Service
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc. Everything is going well so keep going Fare increases are far preferable to service changes. Service cutbacks will sharply reduce or terminate my use of the Metro transport system. PLEASE PRESERVE THE 96 METROBUS ROUTE IN DC, WHICH I USE FREQUENTLY. Fare increases service cuts is false framing. DC govt should spend less on policing and invest in our city? social infrastructure, including free and affordable public transit Find the funding. (Administrative cuts, property sales etc.) Firstly, do you really need to ask the public what they think about yet more fare increases? You don't anterady know? Secondly, you didn't give the right choices. The prefered choice is not between service cuts and fare increases. It's about using what you have more efficiently and effectively. Stop the fare jumpers and you'll fund your operation into infinity! Replace the sleeping attendants in the boo	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Miscellaneous Bus Service Bus Service Capital Budget
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc. Everything is going well so keep going Fare increases are far preferable to service changes. Service cutbacks will sharply reduce or terminate my use of the Metro transport system. PLEASE PRESERVE THE 96 METROBUS ROUTE IN DC, WHICH I USE FREQUENTLY. Fare increases v service cuts is false framing. DC govt should spend less on policing and invest in our city?s social infrastructure, including free and affordable public transit Find the funding. (Administrative cuts, property sales etc.) Firstly, do you really need to ask the public what they think about yet more fare increases? You don't already know? Secondly, you didn't give the right choices. The prefered choice is not between service cuts and fare increases. It's about using what you have more efficiently and effectively. Stop the fare jumpers and you'll fund your operation into infinity! Replace the sleeping attendants in the b	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Miscellaneous Bus Service Bus Service Bus Service Capital Budget Bus Service
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion. Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc. Everything is going well so keep going Fare increases are far preferable to service changes. Service cutbacks will sharply reduce or terminate my use of the Metro transport system. PLEASE PRESERVE THE 96 METROBUS ROUTE IN DC, WHICH I USE FREQUENTLY. Firstly, do you really need to ask the public what they think about yet more fare increases? You don't already know? Secondly, you didn't give the right choices. The prefered choice is not between service cuts and fare increases. It's about using what you have more efficiently and effectively. Stop the fare jumpers and you'll fund your operation into infinityl Replace the sleeping attendants in the booths at metro stations with energized, active people. Hence, stoppping fa	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Miscellaneous Bus Service Bus Service Bus Service Bus Service Capital Budget Bus Service
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc. Everything is going well so keep going Fare increases are far preferable to service changes. Service cutbacks will sharply reduce or terminate my use of the Metro transport system. PLEASE PRESERVE THE 96 METROBUS ROUTE IN DC, WHICH I USE FREQUENTLY. Firstly, do you really need to ask the public what they think about yet more fare increases? You don't already know? Secondly, you didn't give the right choices. The prefered choice is not between service cuts and fare increases. It's about using what you have more efficiently and effectively. Stop the fare jumpers and you'll fund your operation into infinity! Replace the sleeping attendants in the booths at netro stations with energized, active people. Hence, stopping fare jumping. Have more security in the stations and on the trains and you will stop all sorts of things and thereby increase ridership. I used to love the metro and too	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Miscellaneous Bus Service Bus Service Bus Service Bus Service Capital Budget Bus Service
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc. Everything is going well so keep going Fare increases are far preferable to service changes. Service cutbacks will sharply reduce or terminate my use of the Metro transport system. PLEASE PRESERVE THE 96 METROBUS ROUTE IN DC, WHICH I USE FREQUENTLY. Fare increases vice cuts is false framing. DC govt should spend less on policing and invest in our city? social infrastructure, including free and affordable public transit Find the funding. (Administrative cuts, property sales etc.) Firstly, do you really need to ask the public what they think about yet more fare increases? You don't already know? Secondly, you didn't give the right choices. The prefered choice is not between service cuts and fare increases. It's about using what you have more efficiently and effectively. Stop the fare iympers and you'll fund your operation into infinity! Replace the sleeping attendants in the booths	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Miscellaneous Bus Service Bus Service Bus Service Capital Budget Bus Service
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion. Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc. Everything is going well so keep going Fare increases are far preferable to service changes. Service cutbacks will sharply reduce or terminate my use of the Metro transport system. PLEASE PRESERVE THE 96 METROBUS ROUTE IN DC, WHICH I USE FREQUENTLY. Fare increases vs service cuts is false framing. DC govt should spend less on policing and invest in our city?s social infrastructure, including free and affordable public transit Find the funding. (Administrative cuts, property sales etc.) Firstly, do you really need to ask the public what they think about yet more fare increases? You don't already know? Secondly, you didn't give the right choices. The prefered choice is not between service cuts and fare increases. It's a	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Miscellaneous Bus Service Bus Service Bus Service Capital Budget Bus Service
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc. Everything is going well so keep going Fare increases are far preferable to service changes. Service cutbacks will sharply reduce or terminate my use of the Metro transport system. PLEASE PRESERVE THE 96 METROBUS ROUTE IN DC, WHICH I USE FREQUENTLY. Fare increases vice cuts is false framing. DC govt should spend less on policing and invest in our city? social infrastructure, including free and affordable public transit Find the funding. (Administrative cuts, property sales etc.) Firstly, do you really need to ask the public what they think about yet more fare increases? You don't already know? Secondly, you didn't give the right choices. The prefered choice is not between service cuts and fare increases. It's about using what you have more efficiently and effectively. Stop the fare iympers and you'll fund your operation into infinity! Replace the sleeping attendants in the booths	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Miscellaneous Bus Service Bus Service Bus Service Bus Service Capital Budget Bus Service
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc. Everything is going well so keep going Fare increases are far preferable to service changes. Service cutbacks will sharply reduce or terminate my use of the Metro transport system. PLEASE PRESERVE THE 96 METROBUS ROUTE IN DC, WHICH I USE FREQUENTLY. Firstly, do you really need to ask the public whink about yet more fare increases? You don't already know? Secondly, you didn't give the right choices. The prefered choice is not between service cuts and fare increases. It's about using what you have more efficiently and effectively. Stop the fare jumpers and you'll fund your operation into infinity! Replace the sleeping attendants in the booths at metro stations with energized, active people. Hence, stoppping fare jumping.	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Miscellaneous Bus Service Bus Service Bus Service Bus Service Capital Budget Bus Service
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc. Everything is going well so keep going Fare increases are far preferable to service changes. Service cutbacks will sharply reduce or terminate my use of the Metro transport system. PLEASE PRESERVE THE 96 METROBUS ROUTE IN DC, WHICH I USE FREQUENTLY. Fare increases vs service cuts is false framing. DC govt should spend less on policing and invest in our city?s social infrastructure, including free and affordable public transit Find the funding. (Administrative cuts, property sales etc.) Firstly, do you really need to ask the public what they think about yet more fare increases? You don't anterady know? Secondly, vou didn't give the right choices. The prefered choice is not between service cuts and fare increases. It's about using what you have more efficiently and effectively. Stop the fare jumpers and you'll fund your operation into infinity! Replace the sleeping attendants in the	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Miscellaneous Bus Service Bus Service Bus Service Bus Service Capital Budget Bus Service
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion Everyone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc. Everything is going well so keep going Fare increases are far preferable to service changes. Service cutbacks will sharply reduce or terminate my use of the Metro transport system. PLEASE PRESERVE THE 96 METROBUS ROUTE IN DC, WHICH I USE FREQUENTLY. Fare increases vice cuts is false framing. DC govt should spend less on policing and invest in our city?s social infrastructure, including free and affordable public transit find the funding. (Administrative cuts, property sales etc.) Firstly, do you really need to ask the public what they think about yet more fare increases? You don't already know? Secondly, you didn't give the right choices. The prefered choice is not between service cuts and fare increases. It's about using what you have more efficiently and effectively. Stop the fare jumpers and you'll fund your operation into infinity! Replace the sleeping attendants in the booths	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Miscellaneous Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Capital Budget
In some routes I agree I believe that Metro has data from where there is less concurrence and where there is a majority that does not pay the ticket, perhaps find a more effective payment method to prevent or pay. Actually any change that would affect all people who use public transport but we also understand that there must be changes Enforce fare payment. The proposal is good because there are many expenses in the Metro, it would be good that they demand the payment on the buses since many people travel for free, almost only 30% pay. I agree that Metro makes decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that do not affect the travajadores q travajan in subway and an alato as a subway user and trains that are agan righteous canvians in everything that make decisions that we get out of all users and workers that are my opinion that is my opinion Everytone should not have to wait longer for service or pay more because DC and metro can stop fare evaders!!!! Everything in this is about hard infrastructure but no info was provided on staffing levels, cleanliness, or administrative expenses. I think the public would appreciate knowing the cost of staffing, overtime hours, etc. Everything is going well so keep going Fare increases are far preferable to service changes. Service cutbacks will sharply reduce or terminate my use of the Metro transport system. PLEASE PRESERVE THE 96 METROBUS ROUTE IN DC, WHICH I USE FREQUENTLY. Fare increases vs service cuts is false framing. DC govt should spend less on policing and invest in our city?s social infrastructure, including free and affordable public transit Find the funding. (Administrative cuts, property sales etc.). Firstly, do you really need to ask the public what they think about yet more fare increase? You don't already know? Secondly, you didn't give the right choices. The prefered choice is not between service cuts and far	Bus Service Miscellaneous Fares/Fees/Parking Bus Service Rail Service Fares/Fees/Parking Bus Service Bus Service Bus Service Capital Budget Bus Service Capital Budget Bus Service

And a set of	Comment	Catagory
ance includy with be to work due to day and have will good none of an oas that souther to the source of the source		Category
mon the base Bit sorce Git before with fair based Bit sorce Git basorce Bit sorce <		
Number density Part device Set biols Result Provide		Rue Capitan
Git before Parey/Facing Git before		
Get halp from the Compact of the three jurisdictions. Maceilaneous Get halp from the Compact of the three jurisdictions. Maceilaneous Get halp from the Compact of the three jurisdictions. Maceilaneous Get halp from the Compact of the three jurisdictions. Maceilaneous Maceilaneous Maceilaneous Maceilaneous Maceilaneous Witcosin Ave is PACDD every rooming and afternon. No MDE busis plase during ruis hour it is sud at a strateget transit with frequent strates rather that just houring from propile due to the net of the rooming and afternon. Notice (and a largering due strate transit with frequent strates rather that just houring from propile due to the rates of the root of the roo		
Get some road a car table and read reads to be no change. We compare you have won't have to be no change. We compare you have won't have to be no change. We compare you have won't have to be no change. We compare you have won't have to be no change. We compare you have won't have to be no change. We compare you have won't have to be no change. We compare you have won't have to be no change. We compare you have won't have to be no change. We compare you have won't have to be no change. We compare you have won't have to be no change. We compare you have won't have to be no change. We compare you have won't have to be no change. We compare you have won't have to be no change. We compare you have won't have to be no change. We compare you have won't have to be no change. We compare you have won't have to be no change. We compare you have won't have to be no change. We compare you have won't have to be no change. We compare you have won't have have popoly to to the nane you have won't have been elicity getweel in the back of whe the have and you have have the no porter thange you have been elicity getweel in the back of whe the have have and the north work have have been elicity getweel in the back of whe the have have and the have been point the have been elicity getweel in the back of whe the have have and the have been point the have been elicity getweel have have and the set work have have and be have been thange you have been for you have have and you have have been point the have been thange you have been for you have have and you have have have been thange you have been for you have have and you have have and you have have and you have have have been thange you have have and you have have and you have have have and you have have have have have have have have		
Likey, Cone on riso Nil Service Giver Park REDS the D2 route, many rely on the service to Dupont Circle. The route up and down. Nile Service Giver Park REDS the D2 route, many rely on the service to Dupont Circle. The route up and down. Nile Service Service And Data D2 route, many rely on the service to Dupont Circle. The route up and down. Nile Service Service And Data D2 route, many rely on the service to Dupont Circle. The route up and the route of the route r		Wiscenarieous
Get bit memory on there won't have to be no change. Metodiamous Wester have to BACED overy memory and afternoor. MORE busics please during ruth hour. It is and busic to be account on the law of all of the up to the metrics does to favo. The top here here to be provide to the starts of the router/partners they are papering to at a marke sure here the top here here top here here top he		Dell Consist
Giver Fark MEES the D2 roots, many rely on the serves to Dapon Clock. The mutue up and down Knoomink us is MACD every norming and atmenon. MAES bases place using roots. Also, hepge Meet roots does Jondie transmit water fragence server's addree for the mutue transmit for MAD. The MAR DAP Meet Service Antipies and the materia server's Also, hepge Meet roots fragence server's addree for the mutue transmit for MAD. The MAR DAP Meet Service Antipies and the materia server's Also, hepge Meet roots fragence service antipies and the mutue server the mutue server the back of the form papele who ray on those ruotes rather than just bearing from papele who use the main the main transgortaneous meets the mutue of the mutue server the back of Bac Service Antipies and the materia server the place of the mutue server the back of Bac Service Antipies and the mutue server the place of the server the place of the mutue server the back of Bac Service Antipies and the server the place of the mutue server the place of the back of Bac Service Antipies and the server the place of the server the ruote for the back of Bac Service Antipies and the server the place of the server the ruote for the server the server the ruote server the place of the server the ruote for the server the server the server the server the server the server the place of the server the ruote for the server the ser		
Kinop is a stand and a term on MORE base please during unb hou. It is all serve a stand and a trans with frequent server should be free. This is what taxes are for Also, hope Metro is a server a monopula for all of a top up to metro should be free. This is what taxes are for Also, hope Metro is a server a monopula for all of a server		Wiscenarieous
bg et price bc service bit set price bc service control bc service contro bc service <t< td=""><td></td><td></td></t<>		
Gody paile transf, with Freguent servers should be free. This is what taxes are for Also, hope Metro a transformed mine, transformed mine, and the crudes stather than just hearing from people who use the main transportation mean. As Service Got a bink shout the other half of the working class that comes out of works that are and uses metro at a discover the main transportation mean. As Service Direct the main transportation mean. Bas Service Direct the Metro Das and Metro Direct enders of the main transportation mean. Bas Service Direct the Metro Das and Metro Direct enders of the main transportation mean. Bas Service Direct the Metro Das and Metro Terre the pay the fair Bas Service Direct the Metro Das and Metro Terre the pay the fair Bas Service Direct the Metro Das and Metro Terre the pay the fair Bas Service Direct the main transportation of the maints the maints the maints the bas conducts the maints mean the direct mean the pay the maint transportation of the pay the fair Bas Service Hase the bases stath the constance of the maints the maint transport the direct transport the pay the fair of the pay the fair transport the pay the fair of the pay the pay the fair transport the pay the fair of the pay the pay the fair transport the pay the fair of the pay the pay the fair transport the pay the		Bus Sanica
intentionally parie out to the areas of the route/areas they we proposing to cut to make user the area of the route of your tops cortes areas the the just and use not you the source areas the the visit and use not you the source areas the the visit and use not you the source areas the use of you tops cortes areas the you tops cortes areas the use of you tops cortes areas the you tops cortes areas the use of you tops cortes areas the you top you tops cortes areas the you top you tops cortes areas the you top you tops cortes areas the you top you top you top you top you top you top you tops cortes areas the you top you top you top you top you top you tops cortes areas the you top you t		
here form projer wor ney on thour outser rather than just hearing form projer who use the main commare lines. Gott 3 thick shout the other half of the working class that comes out of works late and uses nered a function from hearing works and the sing source out of works late and uses nered a function from hearing works and the bas ingreed on weakends. Pleaser units the back all function for the Medro Bu and Werts Dall service From Late headback on weakends. Pleaser units 459 more offen. Please rolline function for the Medro Bu and Werts Dall service From Late headback on weakends. Pleaser units 459 more offen. Please rolline backs, but call bus drives are orgening forh doors when making stors. Hard the projer works that be considered the impacts these changes would have for dops students? Please Hard the projer works that be considered the impacts these changes would have for dops students? Please Hard the projer works that is understands that series how one pare and offers do function for the store works and is understands that series how one pare and dises do to the store back works works and is understands the store proves pare and dises do to the store works that is large number of people use daily. This is NFTHETC How any out out on namy routes that a large number of people use daily. This is NFTHETC Hard the advise works and is a coll work in the scalator? How about hard the daily work does in the cyt generally which is a real alume. There should be a low fork Hard the advise work and the advise of the people use daily. This is NFTHETC Hard the advise bas routes in the cyt generally which is a real alume. There should be a low one hard to distant the work of the advise bas routes in the cyt generally which is a real alume. There should be a low one hard to distant the advise that and the scalator? How about Hard to distant the bas routes and the function the work from the store the cyt generally which is a real alume. There should be a low one hard to distant the store route and th		
commuter lines		
Gota Think about the other half of the working class that comes out of works late and uses meto as Bus Service Bus Service Bus Service Great Think Shout the Metro Bas and Metro Rail service Bus Service Great Think Shout the Metro Bas and Metro Rail service Bus Service Great Think Shout the Service And Metro Rail service Bus Service Bus Service Bus Service Service Service Miscellaneous Hord Deve Metro Rail Service Metro Rail Service Metro Rail Service Capital Budget Copital Budget Capital Budget Copital Budget Capital Budget More Service Metro Rail Service Metro Rail Service Service More Servic		Bus Service
their main transportation means. Bus Service Trans for the Medex Bus and Metro Bus and were Bus and Metro Bus Service Bus Service Green Line basebways need to be improved on weekerds. Please run the S9 more offen. Please roll the S0 more ro		
Thanks for the Metro Bais and Metro Rail service Bus Service Gene Line backways need to be improved on weekeds. Please num the 39 more clear. Please rollway Bus Service Bais Gene Line backways need to be improved on weekeds. Please num bas and the net Please rollways and the set have been effecting service in the bask of bus back of Bus Service Bus Service Bus Hard of the poople who rides these bases don't even the pay the fair Bus Service Bus Service When the poorter that be considered the impact these changes would have for digs students? They bus the students of their the matrox capital does not prioritize funding affordable, efficient, reliable, and their plan efficient, reliable, and their plan affordable, efficient, reliable, and their plan efficient, reliable, and their plan affordable, efficient, reliable, and their plan efficient, reliable, and their plan efficient, reliable, and their plan efficient, reliab		Bus Service
Green Line headways need to be improved on weeknds. Please run the 39 more often, Please rulinot all door bus boarding faster. Lise that the fare machine shouse been enterings wrice in the back of buses, but of all bus drivers are opening both doors when making stops. Half of the popies who rides these buses oftor even the pay the fair week the powers that be considered the impacts these changes would have for cips students? They seem to have been to trave been derings and thave for cips students? They seem to have been to trave been derings and thave for cips students? They seem to have been to popie of not pay and its unforthurs that seem to how poen to pay and their trays in encounts to be desired for putting the saureport to pay all their trays in encounts to be desired for putting the saureport and the set strapport Very unplases and all even who to be desired for putting the saureport strapport set and not be bused board back to be desired for prises threaded what the majority of the saureport very unplases that a large number of people sus daily. This Is PATIETC Board Service Second Second Second Second Very How about fing the escalators? How about from abour segocial that the singe for the special back that a large number of people secalators? How about second second second Second Very How about fing the escalators? How about for advances to be second that the subset for the comparison of the second	•	
al door too boarding faster. I see that the fare machines have been entering sorvice in the back of busys, but of all busys drives at geometic busys but of all set were an entering sorvice in the poople who rides there busys so don't even the pay the fair and the poople who rides there busys so don't even the pay the fair and there for dogs students? The second and the loop. In the poople who rides there busys so don't even the pay the fair of the loop. In the poople who rides there and the maps the days and the soft of the loop. In the poople who rides there and the pays the fair of the loop. In the poople who rides there and the real point of the loop. In the pays the fair of the poople who rides the pays the fair of the loop. In the pays the fair of the poople who rides the pays the fair of the poople who rides the poople of not pay and it is unfortunate that teals poople and point poor back ways workers in large part to on do to there poople use daity. This is PAINETC with the major trades work ways workers in the pays the fair of the poople were daity. This is PAINETC with the major the poople rides daited the train or bus (but specially the bus) don't pay. The 96 bus routs is easer that the source that and the major trade of the read of the train or bus (but specially the bus) don't pay. The 96 bus routs is a service and the set of the train or bus (but specially the bus) don't pay. The 96 bus routs is a service and the set of the train or bus (but specially the bus) don't pay. The 96 bus routs is a service and the pay the fair of the poople read daits were for 20.5, and GB to get to school even gay. You cannot eliminate the train of the poople routs and pays the fair of the pays the fair of the poople routs and pays the fair of the pays the fair of the poople routs and pays		
buses, burct all bur, drivers are opening both doors when making stop." Bos Service Hard The projee which risks the busies don't even the py the far Bus Service Have the powers that be considered the impacts these changes would have for dops students? They are the tot of the foor of the open. Miscellaneous Heartbreaking that the nations capital does not prioritize funding affordable, efficient, relable, and clamate finder) public transt. It methands that eally obliges. To the passenger to pay all dhave for traps stem compass and files work that the subway workers in large part do not do their job and make transportation transportation transportation transportation transportation transportation transportation make transportation make transportation make transportation transportat		
Half of the people who rides these buss don't even the pay the fair. Bus Service Service Service Service Service Service Service Service Service Service Service Service Service Service Service		Bus Service
Have the powers that be considered the impacts these changes would have for dcps students? They make the nations capital does not prioritize funding affordable, efficient, reliable, and climate finding upolite transit. In emplayment that seeing how one pays and others do not be popel on pays and this unfortune that seeing how one pays and others do not see that the subway workers in large part do not do their job and make transportation make transportation make transportation make transport term upolite transit. In emplayment that be seeing how one pays and others do not see that the subway workers in large part do not do their job and make transportation and the transport do not bo their job and make transportation and the design of popule use daily. This is PATHETIC bus Service 1000 and other in the secalators? How about the s		
seem to have been left out of the foop. Multice finities funding affordable, efficient, reliable, and climate finedly public transit. In embarrassed. Control that really obligs. To the pasenger to pay all their trigs since most people do not pay and it is unfortunate that seeing how one pays and others do not see that the subway workers in large part do not do their job and make transportation make transport to make their subway workers in large part do not do their job and make transportation make transport to make their subway workers in large part do not do their job and make transportation make transport to make their subway workers in large part do not do their job and make transport to make their subway workers in large part do not do their job and make transport to make their subway to their subway workers in large part do not do their job and make transport to make their majority of the subway to their subway to the subway to their subw		
Heartbreaking that the nations capital does not prioritize funding affordable, efficient, reliable, and Capital Budget Helle good morning in my criteria would be a solution that really obliges. To the passenger to pay all ther trips since most people do not pay and it is unfortunate that seening how one pays and on the soft own one pays and one how not poss and one how solution that really obliges. To the passenger to pay all ther trips since most people do not pay and it is unfortunate that seening how one pays and one how not pays and one how one pays and one how solution that really obliges. The solution that really obliges are solution that really obliges. This is PATHETIC How allow targe cuts? How about improved security? How about fixing the escalators? How about throw about wage cuts? How about improved security? How about fixing the escalators? How about throw about wage cuts? How about improved security? How about fixing the escalators? How about throw allow comparison of the train or bue (but especially the bus) don't pay. The 96 bus route is essential to gettine ready on the 2D, D6, and G8 to get to school every day. You cannot eliminate these bus lines. Labsolutely rely on the 92 for my daily life IPLEASE don't eliminate it I really need it and i don't have and quite foll when I'm on it is ot'ts definitely a popular route. Labsolutely rely on the 95 for my daily life IPLEASE don't eliminate it I really need it and i don't have to the 8W (Taney Very I) Howers, the contrast or ad degrate way the transt dath cuts adord for my neight official, in short, cutting bus routes for 2023. Switching to these to raised add friving improved my quality of life. I purchased my home in part due to proximity to the 8W (Taney Very I) Howers, the down official work is the transt dath cycle, solute of the the may or of Alexandria on the Yellow Uine about the need to keep 8W/21C buses. Don't on II have contrast of addigates and addity of the G8 approximately 8 Lines a veed, no the theorite most ord de		Miscellaneous
climate friendity public transt. I.m. embarrassed. Capital Budget leftio good monity in my criteria would be a solution that really obligs. To the passenger to pail their trips and make transport of their job and make transport of their passenger to good when the major of papele use tails. This is PATHETIC Bas Service How any you cit so many routs that a large number of people use daily. This is PATHETIC Bas Service Now will you effort is rain or bus (but specially the bus) don't pay. The 96 bus route is is service Bas Service Jundred of childrine rely on the D2, D6, and G8 to get to school every day. You cannot eliminate the bus induces transport of the rain or bus (but specially the bus) them is part due to prointly to the dot driving more of the difficult account of the rain or bus (but specially the bus no user for 2023. Switchild) I an an equidar WARZ (now X21) to Pertagon Smice 2014. I was at Day 2% metru sus of to Z23. Switchild) Bas Service I and and the difficult account the read to daring and early in the read to the difficul and progere and proint of the rain or to scie of the rains, to		
Hello good marning in my ruteria would be a solution that really obliges. To the passenger to pay all their trips since may and it is unfruit mute that seeing how one pays and others do not see that the subway workers in large part do not do their job and make transportston make transport Very unpleasant and leaves much to be desired for putting these suneys and 1 hop end to decide anyone. Mow about wage cuts? How about fixing the escalators? How about fixed wage cuts? How about improved security? How about fixing the escalators? How about how will you enforce increased farser. It is unfar to have my farse increased when the majority of people in getting on and off the train or bus (but especially to bus) don't pay. The 96 bus route is des and C8s not the city. Events in the city generally which is a real shame. There should be a lot more bus lines. I absolutely rely on the 90, De, and 68 to get to school every day. You cannot eliminate the service. Hundreds of children rely on the 20, De, and 68 to get to school every day. You cannot eliminate the lass lines. I absolutely rely on the 96 for my daily life IPLASE don?t eliminate it I really need it and I don't havas and quite fail when I'm on tis os 173 edefinitely a popular route. I have also lake (not ver). How end how in the 1 really need it and I don't havas and quite fail when I'm on tis os 173 edefinitely a popular route. I have also talkely (not you the magon since 2014), two its?a indost always busy and quite fail when I'm on tis os 173 edefinitely a popular route. I have also talkely (not you have and wandrik to the Ditrict. In short, cutting bus routes is the transit lines to commute, I will not use Metrorail to the mater our does gas and garing gas and gari		Capital Budget
their rigs since most people do not pay and it is unfortunate that seeing how one pay, and others do not see that the subway works? in large part do not obtein job and make transportation make transport Very unpleasant and leaves much to be desired for putting these surveys and I hope not to offend anyone flew anyone was outs? How about improved security? How about fining the escalators? How about reducing administrative cost? How anyone cuts? How about improved security? How about fining the escalators? How about reducing administrative cost? How any out est that a large number of people use dailyThis is PATHETC Bus Service Sesential to getting around mu do without a ar. Wy family uses this route frequently. There are only a best bus crutes in the city generally which is a real shame. There should be a lot mere 96s and Gis not fewer. Bus Service bus lines. Labolute/ rely on the D2, D2, and G8 toget to school every day. You cannot eliminate the bus lines. Labolute/ rely on the D4 for my daily life IPLASE don?t eliminate if I really need it and 1 don?t have a service lines to commute. Juli definites a population route. It also rely rely on the G4 for my daily life IPLASE don?t eliminate if I really need it and 1 don?t have a service lines to commute. Juli definites a population route. It also rely rely new of the form Alson route that that file. Junchaed my them end to the proximity to the 8W (Taney Ave.) Howere, both lines are not funded for the need file car and phate to proximity Wettor. Juli an ot going to get in my car deal with traffic, par for gas and parking and even teleworking. but I and regint go to the D4 form, wet file car and radied for the need file car bus formed and the rely on the G4 form wet with traffic, par for gas and parking sub to the radies of the dail of the the G4 gas and parking sub courses is the so tabled to the may or faleandrain on the Velow Line about the need to keep Buy Service Lines to commute. Juli not use Metorail to the D4 form meta relators and achiet files. The best p		
Incl sec hit the subway worker in large part do not do their job and make transportation make transportation make transportation make transportation make transportation make transportation make transported security? How about fing the escalators? How about reducing administrative cost? How about improved security? How about fing the escalators? How about the desired for putting these subways and use force increased fares? It is unfart to have my fares increased when the majority of people ing esting on and off the train or bus (but especially the bus) don't pay. The 56 bus route is earned to esting a rans increased when the majority of people ing esting or and off the train or bus (but especially the bus) don't pay. The 56 bus route is a service many part is nufart to have my fares increased when the majority of people ing esting or and off the train or bus (but especially the bus) don't pay. The 56 bus route is a service many part is nufart to have my fares increased when the majority of people ing esting or and not do that or a car should be a lot more down without a car. My have the subways buy a fandful of est west bus routes in the chy generally which is a real shame. There should be a lot more down without is 11 (how hit's a loss charted mays buy a dist for my daily life! IEASE don't eliminate it. I really need t and I don't have a car or anything less of would based. The low it's a low about the reducing which is a real shame. There are only a low the submays buy and quite for my daily life! IEASE don't eliminate it. I really need t and I don't have are car or anything less of would based. The low it's a low of the work is and shaw to the submays buy a guite for work and the train or buy for general and insiste the pay. The second base base base base base base base base		
transport very unpleasant and leaves much to be desired for putting these surveys and I hope not to defined anyone defined anyone defined anyone descrite? How about timproved security? How about fixing the escalators? How about timproved security? How about fixing the escalators? How about timproved security? How about fixing the escalators? How about timproved security? How about fixing the escalators? How about timproved security? How about fixing the escalators? How about timproved security? How about fixing the escalators? How about timproved security? How about fixing the escalators? How about timproved security? How about fixing the escalators? How about timproved security? How about the escalators? How a		
offend anyone Miscellaneous Miscellaneous Miscellaneous How about wage cuts? How about improved security? How about fixing the escalators? How about Fare Evasion/Safety/Crime How and y wage cuts? How about improved security? How about fixing the escalators? Bus Service How and y wage cuts? How about improved security? How about fixing the sustaints? Bus Service We will y we inforce increased with the majority of people I'm getting on and off the train or bus (but especially the bus!) don't pay. The 96 bus route is essential to getting around m vick without ac. m. // Winniw yees this route frequent). There are only about fixing more about without ac. m. // Winniw yees this route frequent). There are only about fixing more about without ac. m. // Winniw yees this route frequent). There are only about fixing more about without ac. m. // Winniw yees this route frequent). There are only about about without ac. m. // Winniw yees this route frequent). There are only about fixing more about without ac. m. // Winniw yees this route frequent). Winniw yees this route frequent is a more there without act more about without it 1 (1 know it's almost always busy about fixing more about with yees only about with yees and yee about about the route to proximity to the KW (Taney Ave.) However, both lines are not funded for the next fixing about the provide to proximity to the KW (Taney Ave.) However, both line about any of the ega and parking about the read to kee provide about the medication and the threat and about the read to kee provide the staro not theread to theread to the may or Alegaantia to the Werk an		
reducing administrative cost? Fare Evano(Safety/Crime How can you cut so many routes that a large number of people used lay This is PATHETIC Bus Service Wow will you enforce increased fares? It is unfail to have my fares increased when the majority of people Im getting around nw d without a car. My family uses this route frequently There are only a bandful of east west bus routes in the city generally which is a real shame. There should be a lot more Bos and G&B nore fewer. Bus Service Hundreds of children rely on the D2, D6, and G&I tog et to school every day. You cannot eliminate these bus lines. Bus Service Ibsolutely rely on the B2, D6, and G&B tog et to school every day. You cannot eliminate that and quite full when i?m on it so it's definitely a popular route. Bus Service Iabsolutely rely on the B2, D6, and G&B tog et to school every day. You cannot eliminate tit I really need it and i don't have a car or anything else so I would basically be home bound without it : (I know it?s almost always busy and quite full when i?m on it so it's definitely a popular route. Bus Service Iabsolutely rely on the B4 for my daily life J EuASEA don? Eliminate it I really meed it and i don't have a tag are gift worked my acult and protein the sare to and for the next fiscal year. If I cannot use these lines to commute, limit for task and year. If I cannot use these lines to commute. Limefer tasking and even and inder more and funded for the next fiscal year. If I cannot use these lines to commute. Limefer tasking and even and inder more meightorhood into a transit desert. Bus Service Iam ar aregular 804/52, so on't do it. I have contacted my state sentor and delegate and insisted they fund Metro. I have alos and webraw		Miscellaneous
How can you cut so many routes that a large number of people use daily This is PATHETIC Bus Service How will you enforce increased fares? It is unfair to have my fares increased when the majority of essential to getting around w d without car. My family uses this route frequently. There are only a fundred of children rely on the C12, D5, and G8 to get to school every day. You cannot eliminate these bus lines. Bus Service Yourded of children rely on the D2, D5, and G8 to get to school every day. You cannot eliminate these bus lines. Bus Service Bus Service I absolutely rely on the 96 for my daily life I PLEASE don?t eliminate it1 really need it and 1 don?t haves and guite full when i?m on it so it?s definitely a popular route. Bus Service Bus Service I am aregular 8W/Q2 (row X1C). Do Pertagon since 2014. I was a top 2% metro user for 2023. Switching Bus Service Bus Service I an aregular 8W/Q2 (row X1C). Do Pertagon since 2014. I was a top 2% metro user for 2023. Switching Bus Service Bus Service I an aregular 8W/Q2 (row X1C). Do Pertagon since 2014. I was a top 2% metro user for 2023. Switching Bus Service Bus Service I an aregular 80, 80, and 68 ince my car, data with traffic, pay for gas and parking so that I can take a longer Merror ail ride from Aveor of Alexandia to the Existict. I short, cutting bus routes is the transit death cycle, so don't do it. I have contacted my state senator and delegate and insisted they fund Metro. Lawes a loaded to the may or of Alexandia on the Yellow GB passengeres include many more of my eldery and low-	How about wage cuts? How about improved security? How about fixing the escalators? How about	
How will you enforce increased fares? It is unfair to have my fares increased when the majority of people I'm getting on and off the train or bus (but specially the bust) don't pay. The 96 bus route is essential to getting around nw dc without a car. My family uses this route frequently. There are only a handful of east west bus routes in the city generally which is a real shame. There should be a lot more 96 son GRS not fewer. Bus Service Hundreds of children rely on the D2, D6, and G8 to get to school every day. You cannot eliminate these bus lines. Bus Service I absolute? rely on the 96 for my daily life! PLEASE don't eliminate it 1 really need it and I don't have a car or anything else so I would basically be home bound without it :(I know it?s almost always busy and quite full when I'm on it so it's definitely a popular route. Bus Service I am a regular 8W/82 (now 21C) to Pentagon since 2014. I was a top 2% metro user for 2023. Switching to the 8W (Trany Ave.) However, both lines are not funded for the next fiscal year. If I cannot use these lines to commute. I will not use Metrorail to commute. I parfer taking Metro to driving and even tleeworking. but a lan ot galoing due in my car, galo with dift. I parchased my home in part due to proximity to the 8W (Tany Ave.) However, both lines are not funded for the next fiscal year. If I cannot use these lines to commute. I will not use Metrorail to commute. I parfer taking Metro to diving and delegate and insisted they fund Metro. Have also talked to the may or Alexandria on the Yellow Line about the need to keep 8W/21C buses. Don't turn my neighborhood into a transit desert. Bus Service Buy Service I am arguidar wean field from Alexandria on the Yellow Line about the de3 approximately & tit may real to the MS and metero an	reducing administrative cost?	Fare Evasion/Safety/Crime
people 'm getting on and off the train or bus (but especially the bus!) don't pay. The 96 bus route is sessential to getting around nw dc without a car. My family uses this route frequently. There are only a Badful of east west bus routes in the city generally which is areal shame. There should be all ot more 96 sand G8s not fewer. Bus Service Pundreds of childrer rely on the D2, D6, and G8 to get to school every day. You cannot eliminate these bus lines. Bus Service 1a biolitider rely on the 96 for my daily life! PLEASE don?t eliminate til 1 really need it and 1 don?t have a car or anything less of would beakcielly be home bound without it 1 (1 know it?s almost always bus deservice) Bus Service 1a ma regular 8W/8Z (now 21C) to Pentagon since 2014. I was a to 2% metro user for 2023. Switching instead of driving improved my quality of life. I purchased my home in part due to proximity to the WU (Taney Ave.) However, both lines are not funded for the next fiscal year. If i cannot use these lines to cond't due t. I have altes pay for gas and parking so that 1 can Bus Service Itake a longer Metro rail ride from Alexandria to the District. In short, cutting bus routes is the trassit desthert. Bus Service Iwa regular user of the P6, D8, 80, and G8 lines	How can you cut so many routes that a large number of people use daily This is PATHETIC	Bus Service
esential to getting around nw dc without a Car. My family uses this route frequently. There are only a handful of east west bus routes in the city generally which is a real shame. There should be a lot more bus intes. Bus Service Labsolutely rely on the D2, D5, and G8 to get to school every day. You cannot eliminate there bus lines. Bus intes. Bus Service Labsolutely rely on the D4, D5 for my daily life JPLEASE don't eliminate it I really need it and I don? thave a car or anything else so I would basically be home bound without it : (I know It?s almost always busy and quite full when Pm on its oit?s definitely a popular route. Bus Service Lam a regular 8W/82 (now 21C) to Pentagon since 2014. I was a top 2% metro user for 2023. Switching to Metro instead of driving improved my quality of life. I purchased my home in part due to provinity to the SW (Taney Ave.) However, both lines are not funded for the next fiscal year. If i cannot use these lines to commute, I will not use Metrorali to commute. I prefer taking Metro to driving more and elegate and insisted they fund take a longer Metro rali ride from Alexandria to the District. In short, cutting bus routes is the transit death cycle, so don't do it. I have contacted my and elegate and insisted they fund Metro. I have also talked to the mayor of Alexandria on the Yellow Line about the need to keep 8W/21C buses. Don't turm my neighborhood into a transit desert. I am a regular so of the for B, 80, and G8 lines - my family moved specifically to be able to use the G8 to get to school, work, and our favorithe restaurants and activities. I ride the G8 approximately 8 times a week, no both weekdays and weekneds. The frequency and relability for the G8 and other bus lines is one of the things that keeps us from having to drive. My fellow G8 passengers include amay more of my eliderly and low-income neighbors than the metro ever does, and many middle schoolers and high schoolers in my neighborhood use the G8 tog et to and from school. Northeset DC is a lines is one of t	How will you enforce increased fares? It is unfair to have my fares increased when the majority of	
handful of east west bus routes in the city generally which is a real shame. There should be a lot more gines and gost on terver. In the city generally which is a real shame. There should be a lot more gines and gost on terver. In the city generally which is a real shame. There should be a lot more gines and gost on terver. In the city generally which is a real shame. There should be a lot more gines and gost on the there are the city generally which is a real shame. There should be a lot more gines and gost on the there are should be a lot more down and gost on the there are should be a lot more down and gost on the there are should be a lot more down and gost on the there are should be a lot more down and gost on the there are should be a lot more down and gost on the there are should be a lot more down and gost on the there are should be a lot the next fiscal year. If I cannot use there are lot for my quality of life I purchased my home in part due to proximity to the 8W (Taney Ave.) However, both lines are not funded for the next fiscal year. If I cannot use there are lot the more down and gost on the next fiscal year. If I cannot use there are lot the bott; it. I have contacted my state senator and delegate and insisted there frant due to proximity to the 8W (Taney Ave.) However, both lines are not the next fiscal year. If I cannot use there are lot the bit: I have contacted my state senator and delegate and insisted there frant due to proximity to the 8W (Taney Ave.) However, both lines are not funded for the next fiscal year. If I cannot use there are longer Metroral it dee for Maximita to the Debitric. In short, cutting bus routes is the transt deal onger Metroral it dee to may for date senator and delegate and insisted there frant due to proximity due to a specifically to be able to use the fast on a may midel bott on the next fiscal year. If i cannot use there are there are down, and our favorite restarants and activities. I rife the 6B approximately 8 times a week, on both weekdays and weekemds. The	people I'm getting on and off the train or bus (but especially the bus!) don't pay. The 96 bus route is	
96s and 68s not fewer. Bus Service Hundreds of children rely on the D2, D6, and G8 to get to school every day. You cannot eliminate these bus lines. Bus Service 1 absolutely rely on the 95 for my daily lifel PLEASE don't eliminate it 11 really need it and 1 don't have a car or anything else so 1 would basically be home bound without it :(1 know it?s almost always busy and quite full when 1?m on it so it?s definitely a popular route. Bus Service 1 am a regular SW/SZ (now 21C) to Pentagon since 2014. I was a top 2% metro user for 2023. Switching to Metro instead of driving improved my quality of life. 1 purchased my home in part due to proximity to the SW (Taney Ave.) However, both lines are not funded for the next fiscal year. If 1 cannot use these lines to commute, I will not use Metrorail to commute. I prefer taking Metro to driving and even teleworking, but I am not going to get in my car, deal with traffic, pay for gas and parking so that I can take a longer Metro rail ride from Alexandria to the Polsov Lin bus orutes is the transit death cycle, so don't do it. I have contacted my state senator and delegate and insisted they fund Metro. I have als taked to the mayor of Alexandria to the Polsov Lin about the need to keep 8W/21C buses. Don't turm my neighborhood into a transit desert. Bus Service 1 am a regular user of the P6, D8, 80, and G8 lines – my family moved specifically to be able to use the G8 to get to school, work, and our favorite restaurants and activities. I ride the G8 approximately 8 times is one of the things that keeps us from Alexing on threw school. Northeast DC is an incredible community that would be cut off from the rest of the cit by these proposed bus cuts – man parts of NE are not metro-accessible. Bus Service 1 am a rider of MetroAccess services. I kord my ability t	essential to getting around nw dc without a car. My family uses this route frequently. There are only a	
Hundreds of children rely on the D2, D6, and G8 to get to school every day. You cannot eliminate these bus lines. Labsolutely rely on the 96 for my daily life! PLEASE don?t eliminate it1 I really need it and I don?t have a car or anything else so I would basically be home bound without it. (1 know it?s almost always busy and quite full when i?m on it so it?s definitely a popular route. I am a regular SW/82 (now 21C) to Pentagon since 2014. I was a top 2% metro user for 2023. Switching to the SW 72 (now 21C) to Pentagon since 2014. I was a top 2% metro user for 2023. Switching to the SW 72 (now 42C) to Pentagon since 2014. I was a top 2% metro user for 2023. Switching to Metro instead of driving improved my quality of fife. I purchased my home in part due to proximity to the SW 71 mery Ave. J However, both lines are not funded for the next fiscal year. If I cannot use these lines to commute, I will not use Metrorail to commute. I prefer taking Metro to driving and even teleworking, but I am not going to get in my car, deal with traffic, pay for gas and parking so that I can take a longer Metror ail ride for Maexandria on the Yellow Line about the need to keep 8W/21C buses. Don't turm my neighborhood into a transit desert. I am a regular user of the P6, D8, 80, and G8 lines - my family moved specifically to be able to use the G8 to get to school, work, and our favorite restaurants and activities. I ride the G8 and other bus lines is one of the things that keeps us from having to drive. My fellow G8 passengers include many more of my elighborhood use the G8 to get to and from school. Northeast DC is an incredible community that would be cut off from the rest of the city by these proposed bus cuts - many parts of NE are not merch-accessible. I am a rider of MetroAccess services. I would accept paying more than 54 per try to help maintaining depending on MetroAccess services. I would accept paying more than 54 per try to help maintaining	handful of east west bus routes in the city generally which is a real shame. There should be a lot more	
bus lines. Bus Service 1 absolutely rely on the 96 for my daily lifel PLEASE don?t eliminate it1 I really need it and i don?t have a cor anything less o1 would basically be home bound without it : (1 know it?s almost always busy and quite full when i?m on it so it?s definitely a popular route. Bus Service 1 am a regular 8W/82 (now 21C) to Pentagon since 2014. I was a top 2% metro user for 2023. Switching to Metro increaded of driving improved my quality of life. 1 purchased my home in part due to proximity to the 8W (Taney Ave.) However, both lines are not funded for the next fiscal year. If I cannot use these lines to commute, 1 will not use Metrorail to commute. I prefer taking Metro to driving and even teleworking, but 1 am ont going to get in my car, deal with traffic, pay for gas and parking so that 1 can take a longer Metro rail ride from Alexandria on the Yellow Line as boat the exe to the contacted my state senator and delegate and insisted they fund Metro. I have also talked to the mayor of Aksandria on the Yellow Line about the neet to keep Bus Service 8W/21 Duses. Don't turm my neighborhood into a transit desert. Bus Service Bus Service 1 am a regular user of the P6, D8, 80, and G8 lines my family moved specifically to be able to use the G8 approximately 8 times a week, on both weekdays and weekends. The frequency and reliability of the G8 and other bus Bus Service 1 am a regular user of the thigs that keeps us from the rest of the city by these proposed bus cuts indet of my neighborhood use the G8 to get to and from school. Northeast DC is an incredible community that would be cut off from the rest of the city by these proposed bus cuts inder of MetroAccess services. Ever since I lostmy ability to drive i	96s and G8s not fewer.	Bus Service
 a bsolutely rely on the 96 for my daily life! PLEASE don?t eliminate it! I really need it and I don?t have a car or anything else so I would basically be home bound without it: (I know it?s almost always busy and quite full when 17m on it so it?s definitely a popular route. Bus Service I am a regular 8W/8Z (now 21C) to Pentagon since 2014. I was a top 2% metro user for 2023. Switching to Metro instead of driving improved my quality of Iffe. I purchased my home in part due to proximity to the 8W (Taney Ave.) However, both lines are not funded for the next fiscal year. If I cannot use these lines to commute, I will not use Metrorail to commute. I prefer taking Metro to driving and even teleworking, but I am not going to get in my car, deal with traffic, pay for gas and parking so that I can take a longer Metro rail ride from Alexandria on the Yellow Line about the need to keep 8W/21C buses. Don't do it. I have contacted my state senator and delegate and insisted they fund Metro. I have also talked to the mayor of Alexandria on the Yellow Line about the need to keep 8W/21C buses. Don't turn my neighborhood into a transit desert. Bus Service 		
car or anything else so I would basically be home bound without it :(I know it?s almost always busy and quite full when i?m on it so it?s definitely a popular route. I an a regular 8W/82 (now 21C) to Pentagon since 2014. I was a top 25 metro user for 2023. Switching to Metro instead of driving improved my quality of life. I purchased my home in part due to proximity to the 8W (Taney Ave.) However, both lines are not funded for the next fiscal year. If I cannot use these lines to commute, I will not use Metrorail to commute. I prefer taking Metro to driving and even teleworking, but I am not going to get in my car, deal with traffic, pay for gas and parking so that I can take a longer Metror all ride from Alexandria to the District. In short, cutting bus routes is the transit death cycle, so don't do it. I have contacted my state senator and delegate and insisted they fund Metro. I have also talked to the mayor of Alexandria on the Yellow Line about the need to keep 8W/21C buses. Don't turm my neighborhood into a transit desert. Bas Service Bas S		Bus Service
and quite full when 1?m on it so it?s definitely a popular route. Bus Service I am a regular 8W/82 (now 21C) to Pentagon since 2014. I was a top 2% metro user for 2023. Switching to Metro instead of driving improved my quality of life. I purchased my home in part due to proximity to the 8W (Taney Ave.) However, both lines are not funded for the next fiscal year. If I cannot use these lines to commute, I will not use Metrorail to commute. I prefer taking Metro to driving and even teleworking, but I am not going to get in my car, deal with traffic, pay for gas and parking so that I can take a longer Metro rail ride from Alexandria to the District. In short, cutting bus routes is the transit death cycle, so don't do it. I have contacted my state senator and delegate and insisted they fund Metro. I have also talked to the mayor of Alexandria on the Yellow Line about the need to keep 8W/21C buses. Don't turm my neighborhood into a transit desert. Bus Service I am a regular user of the P6, D8, 80, and G8 lines - my family moved specifically to be able to use the G8 to get to school, work, and our favorite restaurants and activities. I ride the G8 approximately 8 times a week, on both weekdays and weekneds. The frequency and reliability of the G8 and other bus lines is one of the things that keeps us from school. Northeast DC is an incredible community that would be cut of from the rest of the city by these proposed bus cuts many parts of NE are not metro-accessible. Bus Service I am a rider of MetroAccess services. Ever since I lost my ability to drive independently, I have been depending on MetroAccess services. I would accet praying more than 34 per trip to help maintaining Bus Service	I absolutely rely on the 96 for my daily life! PLEASE don?t eliminate it! I really need it and I don?t have a	
I am a regular 8W/8Z (now 21C) to Pentagon since 2014. I was a top 2% metro user for 2023. Switching to Metro instead of driving improved my quality of life. I purchased my home in part due to proximity to the 8W (Taney Ave.) However, both lines are not funded for the next fiscal year. If I cannot use thes lines to commute, I will not use Metrorail to commute. I prefer taking Metro to driving and even teleworking, but I am not going to get in my car, deal with traffic, pay for gas and parking so that I can take a longer Metro rail ride from Alexandria to the District. In short, cutting bus routes is the transit death cycle, so don't do it. I have contacted my state senator and delegate and insisted they fund Metro. I have also talked to the mayor of Alexandria on the Yellow Line about the need to keep 8W/21C buses. Don't turn my neighborhood into a transit desert. I am a regular user of the P6, D8, 80, and G8 lines - my family moved specifically to be able to use the G8 to get to school, work, and our favorite restaurants and activities. I ride the G8 and other bus lines is one of the things that keeps us from having to drive. My fellow G8 passengers include many more of my elderly and low-income neighborhod use the G8 to get to and from school. Northeast DC is an incredible community that would be cut off from the rest of the city by these proposed bus cuts many parts of NE are not metro-accessible. I am a rider of MetroAccess services. Ever since I lost my ability to drive independently, I have been depending on MetroAccess services. I would accept paying more than \$4 per trip to help maintaining		
to Metro instead of driving improved my quality of life. I purchased my home in part due to proximity to the 8W (Taney Ave.) However, both lines are not funded for the next fiscal year. If I cannot use these lines to commute, I will not use Metrorail to commute. I prefer taking Metro to driving and even teleworking, but I am not going to get in my car, deal with traffic, pay for gas and parking so that I can take a longer Metro rail ride from Alexandria to the District. In short, cutting bus routes is the transit death cycle, so don't do it. I have contacted my state senator and delegate and insisted they fund Metro. I have also talked to the mayor of Alexandria on the Yellow Line about the need to keep 8W/21C buses. Don't turn my neighborhood into a transit desert. I am a regular user of the F6, D8, 80, and G8 lines my family moved specifically to be able to use the G8 to get to school, work, and our favorite restaurants and activities. I ride the G8 approximately 8 lines is one of the things that keeps us from having to drive. My fellow G8 passengers include many more of my elderly and low-income neighbors than the metro ever does, and many middle schoolers and high schoolers in my neighborhod use the G8 to get to and from school. Northeast DC is an incredible community that would be cut off from the rest of the city by these proposed bus cut a- many parts of NE are not metro-accessible. I am a rider of MetroAccess services. Ever since I lost my ability to drive independently, I have been depending on MetroAccess services. I would accept paying more than S4 per trip to help maintaining		Bus Service
to the 8W (Taney Ave.) However, both lines are not funded for the next fiscal year. If I cannot use these lines to commute, I will not use Metrorail to commute. I prefer taking Metro to driving and even teleworking, but I am not going to get in my car, deal with traffic, pay for gas and parking so that I can take a longer Metro rail ride from Alexandria to the District. In short, cutting bus routes is the transit death cycle, so don't do it. I have contacted my state senator and delegate and insisted they fund Metro. I have also taked to the mayor of Alexandria on the Yellow Line about the need to keep 8W/21C buses. Don't turn my neighborhood into a transit desert. I am a regular user of the P6, D8, 80, and G8 lines my family moved specifically to be able to use the G8 to get to school, work, and our favorite restaurants and activities. I ride the G8 approximately 8 times a week, on both weekdays and weekneds. The frequency and reliability of the G8 and other bus lines is one of the things that keeps us from having to drive. My fellow G8 passengers include many more of my elderly and low-income neighbors than the metro ever does, and many middle schoolers and high schoolers in my neighborhood use the G8 to get to and from school. Northeast DC is an incredible community that would be cut off from the rest of the city by these proposed bus cuts many parts of NE are not metro-accessible. I am a rider of MetroAccess services. Ever since I lost my ability to drive independently, I have been depending on MetroAccess services. I would accept paying more than S4 per trip to help maintaining		
lines to commute, I will not use Metrorail to commute. I prefer taking Metro to driving and even teleworking, but I am not going to get in my car, deal with traffic, pay for gas and parkings to that I can take a longer Metro rail ride from Alexandria to the District. In short, cutting bus routes is the transit death cycle, so don't do it. I have contacted my state senator and delegate and insisted they fund Metro. I have also talked to the mayor of Alexandria on the Yellow Line about the need to keep 8W/212 buses. Don't turn my neighborhood into a transit desert. I am a regular user of the P6, D8, 80, and G8 lines – my family moved specifically to be able to use the G8 to get to school, work, and our favorite restaurants and activities. I ride the G8 approximately 8 times a week, on both weekdays and weekends. The frequency and reliability of the G8 and other bus lines is one of the things that keeps us from having to drive. My fellow G8 passengers include many more of my elderly and low-income neighborhod use the G8 to get to and from school. Northeast DC is an incredible community that would be cut off from the rest of the city by these proposed bus cuts – many parts of NE are not metro-accessible. I am a rider of MetroAccess services. Ever since I lost my ability to drive independently, I have been depending on MetroAccess services. I would accept paying more than \$4 per trip to help maintaining		
teleworking, but I am not going to get in my car, deal with traffic, pay for gas and parking so that I can take a longer Metro rail ride from Alexandria to the District. In short, cutting bus routes is the transit death cycle, so don't do it. I have contacted my state senator and delegate and insisted they fund Metro. I have also talked to the mayor of Alexandria on the Yellow Line about the need to keep 8W/21C buses. Don't turn my neighborhood into a transit desert. I am a regular user of the P6, D8, 80, and G8 lines - my family moved specifically to be able to use the G8 to get to school, work, and our favorite restaurants and activities. I ride the G8 approximately 8 lines is one of the things that keeps us from having to drive. My fellow G8 passengers include many more of my elderly and low-income neighbors than the metro ever does, and many middle schoolers and high schoolers in my neighborhood use the G8 to get to and from school. Northeast DC is an incredible community that would be cut off from the rest of the city by these proposed bus cut		
take a longer Metro rail ride from Alexandria to the District. In short, cutting bus routes is the transit death cycle, so don't do it. I have contacted my state senator and delegate and insisted they fund Metro. I have also talked to the mayor of Alexandria on the Yellow Line about the need to keep 8W/21C buses. Don't turn my neighborhood into a transit desert. I am a regular user of the P6, D8, 80, and G8 lines my family moved specifically to be able to use the G8 to get to school, work, and our favorite restaurants and activities. I ride the G8 approximately 8 times a week, on both weekdays and weekends. The frequency and reliability of the G8 and other bus lines is one of the things that keeps us from having to drive. My fellow G8 passengers include many more of my elderly and low-income neighbors than the metro ever does, and many middle schoolers and high schoolers in my neighborhood use the G8 to get to and from school. Northeast DC is an incredible community that would be cut off from the rest of the city by these proposed bus cuts many parts of NE are not metro-accessible. I am a rider of MetroAccess services. Ever since I lost my ability to drive independently, I have been depending on MetroAccess services. I would accept paying more than \$4 per trip to help maintaining		
death cycle, so don't do it. I have contacted my state senator and delegate and insisted they fund Metro. I have also talked to the mayor of Alexandria on the Yellow Line about the need to keep 8W/21C buses. Don't turn my neighborhood into a transit desert. Bus Service 1 am a regular user of the P6, D8, 80, and G8 linesmy family moved specifically to be able to use the G8 to get to school, work, and our favorite restaurants and activities. I ride the G8 approximately 8 times a week, on both weekdays and weekends. The frequency and reliability of the G8 and other bus lines is one of the things that keeps us from having to drive. My fellow G8 passengers include many more of my elderly and low-income neighborhood use the G8 to get to and from school. Northeast DC is an incredible community that would be cut off from the rest of the city by these proposed bus cuts many parts of NE are not metro-accessible. Bus Service 1 am a rider of MetroAccess services. I would accept paying more than \$4 per trip to help maintaining at any rate keep MetroAccess services. I would accept paying more than \$4 per trip to help maintaining Bus Service		
Metro. I have also talked to the mayor of Alexandria on the Yellow Line about the need to keep Bus Service BW/212 buses. Don't turn my neighborhood into a transit desert. Bus Service I am a regular user of the P6, D8, 80, and G8 lines my family moved specifically to be able to use the G8 to get to school, work, and our favorite restaurants and activities. I ride the G8 approximately 8 times a week, on both weekdays and weekends. The frequency and reliability of the G8 and other bus lines is one of the things that keeps us from having to drive. My fellow G8 passengers include many more of my elderly and low-income neighborhood use the G8 to get to and from school. Northeast DC is an incredible community that would be cut off from the rest of the city by these proposed bus cuts many parts of NE are not metro-accessible. Bus Service I am a rider of MetroAccess services. Ever since I lost my ability to drive independently, I have been depending on MetroAccess services. I would accept paying more than \$4 per trip to help maintaining Bus Service		
8W/21C buses. Don't turn my neighborhood into a transit desert. Bus Service I am a regular user of the P6, D8, 80, and G8 lines my family moved specifically to be able to use the G8 to get to school, work, and our favorite restaurants and activities. I ride the G8 approximately 8 times a week, on both weekdays and weekends. The frequency and reliability of the G8 and other bus lines is one of the things that keeps us from having to drive. My fellow G8 passengers include many more of my elderly and low-income neighbors than the metro ever does, and many middle schoolers and high schoolers in my neighborhood use the G8 to get to and from school. Northeast DC is an incredible community that would be cut off from the rest of the city by these proposed bus cut many parts of NE are not metro-accessible. Bus Service I am a rider of MetroAccess services. Ever since I lost my ability to drive independently, I have been depending on MetroAccess services. I would accept paying more than \$4 per trip to help maintaining Bus Service		
I am a regular user of the P6, D8, 80, and G8 lines my family moved specifically to be able to use the G8 to get to school, work, and our favorite restaurants and activities. I ride the G8 approximately 8 times a week, on both weekdays and weekends. The frequency and reliability of the G8 and other bus lines is one of the things that keeps us from having to drive. My fellow G8 passengers include many more of my elderly and low-income neighbors than the metro ever does, and many middle schoolers and high schoolers in my neighborhood use the G8 to get to and from school. Northeast DC is an incredible community that would be cut off from the rest of the city by these proposed bus cuts many parts of NE are not metro-accessible. I am a rider of MetroAccess services. I would accept paying more than \$4 per trip to help maintaining		
G8 to get to school, work, and our favorite restaurants and activities. I ride the G8 approximately 8 times a week, on both weekdays and weekends. The frequency and reliability of the G8 and other bus lines is one of the things that keeps us from having to drive. My fellow G8 passengers include many more of my elderly and low-income neighbors than the metro ever does, and many middle schoolers and high schoolers in my neighborhood use the G8 to get to and from school. Northeast DC is an incredible community that would be cut off from the rest of the city by these proposed bus cuts many parts of NE are not metro-accessible. I am a rider of MetroAccess to take me to hospital appointments and getting essential supplies. Please at any rate keep MetroAccess services. I would accetp taying more than \$4 per trip to help maintaining		Bus Service
times a week, on both weekdays and weekends. The frequency and reliability of the G8 and other bus lines is one of the things that keeps us from having to drive. My fellow G8 passengers include many more of my elderly and low-income neighborhood use the G8 to get to and from school. Northeast DC is an and high schoolers in my neighborhood use the G8 to get to and from school. Northeast DC is an incredible community that would be cut off from the rest of the city by these proposed bus cuts many parts of NE are not metro-accessible. I am a rider of MetroAccess services. Ever since I lost my ability to drive independently, I have been depending on MetroAccess services. I would accept paying more than \$4 per trip to help maintaining		
lines is one of the things that keeps us from having to drive. My fellow G8 passengers include many more of my elderly and low-income neighbors than the metro ever does, and many middle schoolers and high schoolers in my neighborhood use the G8 to get to and from school. Northeast DC is an incredible community that would be cut off from the rest of the city by these proposed bus cuts many parts of NE are not metro-accessible. I am a rider of MetroAccess services. Ever since I lost my ability to drive independently, I have been depending on MetroAccess services. I would accept paying more than \$4 per trip to help maintaining		
more of my elderly and low-income neighbors than the metro ever does, and many middle schoolers and high schoolers in my neighborhood use the G8 to get to and from school. Northeast DC is an incredible community that would be cut off from the rest of the city by these proposed bus cuts many parts of NE are not metro-accessible. I am a rider of MetroAccess services. Ever since I lost my ability to drive independently, I have been depending on MetroAccess services. I would accept paying more than \$4 per trip to help maintaining at any rate keep MetroAccess services. I would accept paying more than \$4 per trip to help maintaining		
and high schoolers in my neighborhood use the G8 to get to and from school. Northeast DC is an incredible community that would be cut off from the rest of the city by these proposed bus cuts many parts of NE are not metro-accessible. Bus Service I am a rider of MetroAccess services. Ever since I lost my ability to drive independently. I have been depending on MetroAccess to take me to hospital appointments and getting essential supplies. Please at any rate keep MetroAccess services. I would accept paying more than \$4 per trip to help maintaining		
incredible community that would be cut off from the rest of the city by these proposed bus cuts many parts of NE are not metro-accessible. I am a rider of MetroAccess services. Ever since I lost my ability to drive independently, I have been depending on MetroAccess to take me to hospital appointments and getting essential supplies. Please at any rate keep MetroAccess services. I would accept paying more than \$4 per trip to help maintaining		
many parts of NE are not metro-accessible. Bus Service		
I am a rider of MetroAccess services. Ever since I lost my ability to drive independently, I have been depending on MetroAccess to take me to hospital appointments and getting essential supplies. Please at any rate keep MetroAccess services. I would accept paying more than \$4 per trip to help maintaining		
depending on MetroAccess to take me to hospital appointments and getting essential supplies. Please at any rate keep MetroAccess services. I would accept paying more than \$4 per trip to help maintaining		Bus Service
at any rate keep MetroAccess services. I would accept paying more than \$4 per trip to help maintaining		
	I am a rider of MetroAccess services. Ever since I lost my ability to drive independently, I have been	
the services. Thanks. MetroAccess	I am a rider of MetroAccess services. Ever since I lost my ability to drive independently, I have been depending on MetroAccess to take me to hospital appointments and getting essential supplies. Please	
	I am a rider of MetroAccess services. Ever since I lost my ability to drive independently, I have been depending on MetroAccess to take me to hospital appointments and getting essential supplies. Please at any rate keep MetroAccess services. I would accept paying more than \$4 per trip to help maintaining	

Command	
Comment	Category
This would increase confusion and reduce my ability as a blind passenger to ride independently and get	
to work and medical appointments. Additionally, reducing or eliminating service on critical lines such as	
the L8, L2, J1, J2, S9, and S2 that provide backup options to get to key locations when track work	
temporarily limits red line service would be disastrous. Priority should be given to allow access to key destinations such as malls, shopping centers, medical complexes, large employment centers, and	
transit hubs that provide local service. Cutting Red Line service at Grosvenor would complicate trips I	
take to medical offices in Shady Grove. Closing metro stations would be even worse and force people to	
relocate. I live near Cleveland Park, and if the station closed, I would need to move. Reducing service in	
Montgomery County would be very difficult because I have aging parents in Leisure World. Maryland	
has paid its share of the budget. Virginia is the one slacking, and I think Virginia needs to provide	
significant additional funds for WMATA, particularly in light of its plan to expand Potomac Yard to	
encompass the proposed sports complex. That cost should entirely be on Virginia, and really shouldn't	
happen anyway. Virginia has repeatedly chosen to neglect its transit infrastructure and not participate	
in region-wide transit initiatives, even within Virginia between Arlington and Alexandria. Residents have realized this and more transit-dependent people live in DC, Montgomery County, and PG County. I	
don't want to see any cuts to service beyond well-researched streamlining of service that benefits the	
community, but I would prioritize the needs of DC and Maryland residents simply because they have	
paid their fair share of WMATA funding and because they have chosen to live in jurisdictions that	
prioritize transit access. I have no issues with the Silver Line running between Ashburn and Stadium-	
Armory, and I think that makes a lot of sense. I am open to certain modifications of bus routes that	
eliminate unnecessary redundancy and provide increased access. For instance, there are many MARC	
train stops that do not have bus service within a five minute walk. Increasing bus service to access all	
MARC train stops would provide enhanced local options for commuters who need to connect further	
North. Additionally, working with MARC to integrate into the transit system for short rides (five stops or	
fewer) would service several neighborhoods that currently have poor Metro connectivity and in some	
cases also poor bus connectivity. However, if bus routes were extended to hit MARC train stops, the MARC train could be used for some trips that currently aren't reasonable via bus and Metro. This might	
require coordination with MARC regarding fee structure to allow this, but MARC operates in some	Operating Budget, Management and Spending
I am alarmed particularly by closing stations, some of which were just recently built using taxpayer	
dollars. Why build the stations in the first place for them to close a couple of years later? Also, closing	
the system at 10 pm will increase the likelihood of drunk driving accidents as people will drive to go out	
instead of taking public transportation. Finally, if you were to cut service during rush hour, many	
people would be incentivized to drive to work, making our roads impassible and our trains harder, if	
not impossible to board with more crowded cars.	Rail Service
I am disappointed that I continuously see Metro cut services for those of us who do not have reliable	
car transportation and are dependent on bus to get to work in D.C. from Virginia, particularly on the	
West End of Alexandria. We cannot have any more reduction in services! I actually prefer to take Metro	Bus Conviso
but recent changes have made it impossible for me to handle my usual schedule and get reliable I am entirely reliant on the D6 bus to get to my office, which I am now going in person at least 3 days	Bus Service
per week. There are also a lot of children reliant on the D6 for getting to school. For our neighborhood	
in Capitol Hill this leaves us stranded from getting downtown easily. I am also concerned about the	
people for whom there is no alternative transportation in our city and the most vulnerable people that	
will suffer through service cuts. As many people still need to get places, will this increase cars, taxis, and	
ride sharing services? In addition to the fact this costs more, there is increase in traffic and an	
environmental cost that is counter to what all other cities around the world are trying to do.	Bus Service
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems	Bus Service
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge \$2.50	Bus Service
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge \$2.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is	Bus Service
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge \$2.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it	Bus Service
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge \$2.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO	Bus Service
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge \$2.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you	Bus Service
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge \$2.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't	Bus Service
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge \$2.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you	Bus Service
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in	Bus Service
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge \$2.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service.	Bus Service Operating Budget, Management and Spending
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African	
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MDP? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so	Operating Budget, Management and Spending
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge \$2.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service to that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget surplus.	
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered fit me WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service.	Operating Budget, Management and Spending Operating Budget, Management and Spending
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget surplus. I am ok paying more as long as reduced bus fare is readily available to anyone who needs it, and the price is income sensitive	Operating Budget, Management and Spending
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered fit me WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service.	Operating Budget, Management and Spending Operating Budget, Management and Spending
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MDP? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget surplus. I am ok paying more as long as reduced bus fare is readily available to anyone who needs it, and the price is income sensitive I am someone who must ride the Metro from Dunn Loring station because I need to be in Virginia	Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget surplus. I am ok paying more as long as reduced bus fare is readily available to anyone who needs it, and the price is income sensitive I am someone who must ride the Metro from Dunn Loring station because I need to be in Virginia Square. And the metro is the most convenient. I am fine with a slight increase in fare but not too I am using metro rail less frequently because of the smell of marijuana in the cars and stationssmoking in the trains and kids jumping the fare gates. It doesn't fee safe.	Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge \$2.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget usplus. I am ok paying more as long as reduced bus fare is readily available to anyone who needs it, and the price is income sensitive I am some some who must ride the Metro from Dunn Loring station because I need to be in Virginia Square. And the metro is the most convenient. I am fine with a slight increase in fare but not too I am using metro rail less frequently because of the smell of marjuana in the cars and stationssmoking in the trains and kids jumping the fare gates. It doesn't fee safe.	Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fares/Fees/Parking
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered fit he WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget surplus. I am ok paying more as long as reduced bus fare is readily available to anyone who needs it, and the price is income sensitive I am someone who must ride the Metro from Dunn Loring station because I need to be in Virginia Square. And the metro is the most convenient. I am fine with a slight increase in fare but not too I am using metro rail less frequently because of the smell of marijuana in the cars and stationssmoking in the trains and kids jumping the fare gates. It doesn't fee safe. I am we hemently AGAINST the proposed cuts. I rely on metrorail and bus for most of my transportation around the city and the proposed everce cuts would have a drastic impact on my ability to move	Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Fares/Fees/Parking
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget surplus. I am okanging more as long as reduced bus fare is readily available to anyone who needs it, and the price is income sensitive I am someone who must ride the Metro from Dunn Loring station because I need to be in Virginia Square. And the metro is the most convenient. I am fine with a slight increase in fare but not too I am using metro rail less frequently because of the smell of marijuana in the cars and stationssmoking in the trains and kids jumping the fare gates. It doesn't fee safe. I am whemently AGAINST the proposed cuts. I rely on metrorail and bus for most of my transportation around the city and the proposed service cuts would have a drastic impact on my ability to move throughout my daily life.	Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fares/Fees/Parking
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget surplus. I am ok paying more as long as reduced bus fare is readily available to anyone who needs it, and the price is income sensitive I am someone who must ride the Metro from Dunn Loring station because I need to be in Virginia Square. And the metro is the most convenient. I am fine with a slight increase in fare but not too I am using metro rail less frequently because of the smell of marijuana in the cars and stationssmoking in the trains and kids jumping the fare gates. It doesn't fee safe. I am vehemently AGAINST the proposed cuts. I rely on metrorail and bus for most of my transportation around the city and the proposed service cuts would have a drastic impact on my ability to move throughout my daily life.	Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget surplus. I am ok paying more as long as reduced bus fare is readily available to anyone who needs it, and the price is income sensitive I am someone who must ride the Metro from Dunn Loring station because I need to be in Virginia Square. And the metro is the most convenient. I am fine with a slight increase in fare but not too I am using metro rail less frequently because of the smell of marijuana in the cars and stationssmoking in the trains and kids jumping the fare gates. It doesn't fee safe. I am vehemently AGAINST the proposed cuts. I rely on metrorail and bus for most of my transportation around the city and the proposed service cuts that would lead to long waits and packed trains. Those conditions would make me reconsider c	Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Fares/Fees/Parking
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget surplus. I am ok paying more as long as reduced bus fare is readily available to anyone who needs it, and the price is income sensitive I am someone who must ride the Metro from Dunn Loring station because I need to be in Virginia Square. And the metro is the most convenient. I am fine with a slight increase in fare but not too I am using metro rail less frequently because of the smell of marijuana in the cars and stationssmoking in the trains and kids jumping the fare gates. It doesn't fee asfe. I am very concerned with possible service cuts that would lead to long waits and packed trains. Those conditions would make me reconsider commuting to work via metro. I and many people do not have a car. I rely on busses and metro rail tog	Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget surplus. I am oka paying more as long as reduced bus fare is readily available to anyone who needs it, and the price is income sensitive I am someone who must ride the Metro from Dunn Loring station because I need to be in Virginia Square. And the metro is the most convenient. I am fine with a slight increase in fare but not too I am using metro rail less frequently because of the smell of marijuana in the cars and stationssmoking in the trains and kids jumping the fare gates. It doesn't fee safe. I am wehemently AGAINST the proposed cuts. I rely on metrorail and bus for most of my transportation around the city and the proposed service cuts that would lead to long waits and packed trains. Those conditions would make me reconsider	Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget surplus. I am ok paying more as long as reduced bus fare is readily available to anyone who needs it, and the price is income sensitive I am someone who must ride the Metro from Dunn Loring station because I need to be in Virginia Square. And the metro is the most convenient. I am fine with a slight increase in fare but not too I am using metro rail less frequently because of the smell of marijuana in the cars and stationssmoking in the trains and kids jumping the fare gates. It doesn't fee asfe. I am very concerned with possible service cuts that would lead to long waits and packed trains. Those conditions would make me reconsider commuting to work via metro. I and many people do not have a car. I rely on busses and metro rail tog	Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge \$2.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered maybe not paying \$100k to your employees to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget surplus. I am ok paying more as long as reduced bus fare is readily available to anyone who needs it, and the price is income sensitive I am some convenient. I am fine with a slight increase in fare but not too I am using metro rail less frequently because of the smell of marijuana in the cars and stationssmoking in the trains and kids jumping the fare gates. It doesn't fee safe. I am what the proposed service cuts that would lead to long waits and packed trains. Those conditions would make me reconsider commuting to work via metro. I am othey daily life. I am vere concerned with possible service cuts that would lead to long waits and packed trains. Those conditions would make me reconsider commuting to work via metro. I und grave a dard trains. Those conditions yould make	Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget surplus. I am ok paying more as long as reduced bus fare is readily available to anyone who needs it, and the price is income sensitive I am someone who must ride the Metro from Dunn Loring station because I need to be in Virginia Square. And the metro is the most convenient. I am fine with a slight increase in fare but not too I am using metro rail less frequently because of the smell of marijuana in the cars and stationssmoking in the trains and kids jumping the fare gates. It doesn't fee safe. I am vehemently AGAINST the proposed cuts. I rely on metrorail and bus for most of my transportation around the city and the proposed service cuts that would lead to long waits and packed trains. Those conditions would make me reconsider c	Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Bus Service
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget surplus. I am ok paying more as long as reduced bus fare is readily available to anyone who needs it, and the price is income sensitive a moseone who must ride the Metro from Dunn Loring station because I need to be in Virginia Square. And the metro is the most convenient. I am fine with a slight increase in fare but not too I am using metro rail less frequently because of the smell of marijuana in the cars and stationssmoking in the trains and kids jumping the fare gates. It doesn't fee safe. I am very concerned with possible service cuts that would lead to long waits and packed trains. Those conditions would make me reconsider commuting to work via metro. I am any people do not have a car. I rely on busses and metro rail to get e	Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Bus Service
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget surplus. I am ok paying more as long as reduced bus fare is readily available to anyone who needs it, and the price is income sensitive I am someone who must ride the Metro from Dun Loring station because I need to be in Virginia Square. And the metro is the most convenient. I am fine with a slight increase in fare but not too I am using metro ail less frequently because of the smell of marijuana in the cars and stationssmoking in the trains and kids jumping the fare gates. It doesn't fee asfe. I am very concerned with porsobed service cuts that would lead to long waits and packed trains. Those conditions would make me reconsider commuting to work via metro. I and many people do not have a car. I rely on busses and metro rail to ge	Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Bus Service Operating Budget, Management and Spending
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget surplus. I am okaying more as long as reduced bus fare is readily available to anyone who needs it, and the price is income sensitive I am someone who must ride the Metro from Dunn Loring station because I need to be in Virginia Square. And the metro is the most convenient. I am fine with a slight increase in fare but not too I am using metro rail less frequently because of the smell of marijuana in the cars and stationssmoking in the trains and kids jumping the fare gates. It doesn't fee safe. I am wehemently AGAINST the proposed cuts. I rely on metrorail and bus for most of my transportation around the city and the proposed service cuts that would lead to long waits and packed trains. Those conditions would make me reconsider comm	Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Bus Service Operating Budget, Management and Spending
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget surplus. I am ok paying more as long as reduced bus fare is readily available to anyone who needs it, and the price is income sensitive I am someone who must ride the Metro from Dunn Loring station because I need to be in Virginia Square. And the metro is the most convenient. I am fine with a slight increase in fare but not too I am using metro rail less frequently because of the smell of marijuana in the cars and stationssmoking in the trains and kids jumping the fare gates. It doesn't fee safe. I am othe proposed service cuts that would lead to long waits and packed trains. Those conditions would make me reconsider commuting to work via metro. I am any people do not have a car. I rely on metrorail and bus for most of my transport	Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Bus Service Operating Budget, Management and Spending
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget surplus. I am ok paying more as long as reduced bus fare is readily available to anyone who needs it, and the price is income sensitive I am someone who must ride the Metro from Dunn Loring station because I need to be in Virginia Square. And the metro is the most convenient. I am fine with a slight increase in fare but not too I am using metro rail less frequently because of the smell of marijuana in the cars and stationssmoking in the trains and kids jumping the fare gates. It doesn't fee safe. I am very concerned with possible service cuts that would lead to long waits and packed trains. Those conditions would make me reconsider commuting to work via metro. I and many people do not have a car. I rely on busses and metro rail tog	Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Bus Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget surplus. I am ok paying more as long as reduced bus fare is readily available to anyone who needs it, and the price is income sensitive I am someone who must ride the Metro from Dunn Loring station because I need to be in Virginia Square. And the metro is the most convenient. I am fine with a slight increase in fare but not too I am using metro rail less frequently because of the smell of marijuana in the cars and stationssmoking in the trains and kids jumping the fare gates. It doesn't fee safe. I am wheemently AGAINST the proposed cuts. I rely on metrorail and bus for most of my transportation around the city and the proposed service cuts that would lead to long waits and packed trains. Those conditions would make me reconsider c	Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Bus Service Operating Budget, Management and Spending
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget surplus. I am ok paying more as long as reduced bus fare is readily available to anyone who needs it, and the price is income sensitive I am someone who must ride the Metro from Dunn Loring station because I need to be in Virginia Square. And the metro is the most convenient. I am fine with a slight increase in fare but not too I am using metro rail less frequently because of the smell of marijuana in the cars and stationssmoking in the trains and kids jumping the fare gates. It doesn't fee safe. I am very concerned with possible service cuts that would lead to long waits and packed trains. Those conditions would make me reconsider commuting to work via metro. I and many people do not have a car. I rely on busses and metro rail tog	Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Bus Service Bus Service Operating Budget, Management and Spending
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget surplus. I am ok paying more as long as reduced bus fare is readily available to anyone who needs it, and the price is income sensitive I am someone who must ride the Metro from Dunn Loring station because I need to be in Virginia Square. And the metro is the most convenient. I am fine with a slight increase in fare but not too I am using metro rail less frequently because of the smell of marijuana in the cars and stationssmoking in the trains and kids jumping the fare gates. It doesn't fee safe. I am vehemently AGAINST the proposed cuts. I rely on metrorail and bus for most of my transportation around the city and the proposed service cuts that would lead to long waits and packed trains. Those conditions would make me reconsider c	Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Fare Evasion/Safety/Crime
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget surplus. I am ok paying more as long as reduced bus fare is readily available to anyone who needs it, and the price is income sensitive I am someone who must ride the Metro from Dunn Loring station because I need to be in Virginia Square. And the metro is the most convenient. I am fine with a slight increase in fare but not too I am using metro rail less frequently because of the smell of marijuana in the cars and stationssmoking in the trains and kids jumping the fare gates. It doesn't fee safe. I am very concerned with possible service cuts that would lead to long waits and packed trains. Those conditions would make me reconsider commuting to work via metro. I am any people do not have a car. I rely on metrorail and bus for most	Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Fare Evasion/Safety/Crime
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget surplus. I am ok paying more as long as reduced bus fare is readily available to anyone who needs it, and the price is income sensitive I am someone who must ride the Metro from Dun Loring station because I need to be in Virginia Square. And the metro is the most convenient. I am fine with a slight increase in fare but not too I am using metro rail less frequently because of the smell of marijuana in the cars and stationssmoking in the trains and kids jumping the fare gates. It doesn't fee safe. I am very concerned with possible service cuts that would lead to long waits and packed trains. Those conditions would make me reconsider commuting to work via metro. I and many people do not have a car. I rely on busses and metro rail to g	Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Fare Evasion/Safety/Crime
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget surplus. I am ok paying more as long as reduced bus fare is readily available to anyone who needs it, and the price is income sensitive I am someone who must ride the Metro from Dunn Loring station because I need to be in Virginia Square. And the metro is the most convenient. I am fine with a slight increase in fare but not too I am using metro rail less frequently because of the smell of marijuana in the cars and stationssmoking in the trains and kids jumping the fare gates. It doesn't fee safe. I am vehemetly AGAINST the proposed cuts. I rely on metrorail and bus for most of my transportation around the city and the proposed service cuts that would lead to long waits and packed trains. Those conditions would make me reconsider co	Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Fare Evasion/Safety/Crime
I am honesty very sick of WMATA's budget issues. I have lived in the DC area for 20 years and it seems like WMATA has budget issues often. How is it that larger cities like NYC and Chicago can charge 52.50 per ride to ride from one end to the other of a city, yet, WMATA's fair continues to increase and is never enough. Why does WMATA propose fair hikes or a decrease in service every few years? How is it that WMATA never has a budget that's sufficient? Have you considered hiring more competent CFO staff? Have you considered maybe not paying \$100k to your employees to drive a bus? Have you considered getting rid of the WMATA police who I still don't know what they do because they don't patrol stations or parking lots and we already have MPD? Something needs to change. Maybe bring in some think tankers or someone who truly knows how to think critically about WMATA's budget problems. Customers are tired of the answer being either to make us pay more money or to inconvenience us by decreasing service. I am not in favor of sweeping service cuts that effectively leave a huge portion of the city (the African American population specifically) cut off from the rest of the city. Ask Murial Bowser to fund Metro so workers can get into the city if that is a priority for her. There is a budget surplus. I am ok paying more as long as reduced bus fare is readily available to anyone who needs it, and the price is income sensitive I am someone who must ride the Metro from Dunn Loring station because I need to be in Virginia Square. And the metro is the most convenient. I am fine with a slight increase in fare but not too I am using metro rail less frequently because of the smell of marijuana in the cars and stationssmoking in the trains and kids jumping the fare gates. It doesn't fee safe. I an where must JAGAINST the proposed cuts. I rely on busses and metro all and bus for most of my transportation around the city and the proposed service cuts that would lead to long waits and packed trains. Those conditions would make me r	Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Fare Evasion/Safety/Crime

Comment	Category
I currently commute from the Braddock Road station to the Downtown Largo station three days per	
week via Metro. Factoring in travel time from my house to Metro and then to my office, I spend over an	
hour each way on the commute. I do this in spite of owning a fully paid-off car with minimal running	
costs, having free parking at work, and the commute taking longer by Metro than it would by driving. I am also an urban planner by profession working in a suburban jurisdiction, so I understand the	
challenges of running a bus system with low ridership. However, while I have other options, many of	
our lower-income suburban residents do not. By further reducing the services to these communities	
and residents who rely on Metro service, we not only continue to do a disservice to many of our	
region's most vulnerable residents, but we also perpetuate the idea that public transportation is not	
reliable and thus discourage those who have other options from taking it. While I'm opposed to fare	
hikes, I'm even more dismayed at the concept of service cuts for this very reason.	Bus Service
I currently take the blue line to work daily and waiting ten minutes (or more) for my train on a regular	
basis makes my commute incredibly inconsistent and frustrating. I want to use metro, but having to	
consistently wait so long for my train, and the frequently have the wait times be longer than listed,	
makes it significantly more convenient to use other forms of transportation. Given the low frequency of	
blue line trains, I likely will stop using metro regularly if it continues. I would, however, continue to use	
metro if there were fare hikes but not reductions in service.	Bus Service
I depend on the 96 bus to get to and from work. I have no other public transport option (since my	
previous route, the 97, was eliminated. Please do not eliminate this route. It is always heavily	
populated during commute times.	Bus Service
I do not want to see service changed on any of the routes or services as many low income people rely	Due Camina
on these bus routes. I don?t think any proposals in here are unreasonable except for the 10pm rail closures, which would	Bus Service
have a major effect on service/hospitality workers. The bike locker rental change is really good.	Rail Service
I don't think the fare price should increase as it's already two dollars for a ride. The only thing that the	
metro proposal needs to worry about is fixing their vehicles for no accidents, maintaining their safety in	
metro transports.	Fare Evasion/Safety/Crime
I don't have a drivers license or car access, and I use the G8 to commute to work every day. Ending the	
line at Shaw would make it harder for me to get home in the evenings. I also work on the weekends, so	
eliminating bus service on weekends would force me to find another way to get to work.	Bus Service
I don't mind an increase to the base fare up to 2.50 (including weekends), but the longer trips shouldn't	
be increased in the same way, it's including people to drive/not pay.	Fares/Fees/Parking
I don't mind paying more, I use metro because it's climate friendly. However if it takes too long then I	
will be forced to drive instead	Rail Service
I don't ride the bus but my friends and neighbors do. Losing service in the neighborhood (D2 Glover	
Park) is a definite loss of livability and desirability. It will leave stranded a large area west of Wisconsin	
Avenue.	Bus Service
I don't want to see excessive rises in ridership cost but I am encouraging Metro to make the system safer.	Fares/Fees/Parking
I feel like public transport is a hugely important and benefits everyone. The more frequent and	rdies/rees/raiking
convenient bus routes are, the more likely people will be to take the bus.	Bus Service
I feel the metro prices should reduce a little	Rail Service
I greatly appreciate the D6 and have been able to reduce the number of cars in our household	
significantly because of this line. I really hope this line doesn't get cut!!	Bus Service
I have been a resident of Southwest DC for the past 10 years. For six years I commuted via the P6 bus	
which was always packed, especially with people traveling to the courthouse for critical appointments	
they could not miss. I now commute on the 52 bus, and occasionally take the 74 to meetings	
downtown. I see many of my neighbors on the bus daily. Frequent, convenient bus service is the part of	
what makes it possible to live in DC and not to rely on a car for commuting. Decreasing bus service will	
diminish the benefits of living in DC, increase reliance on cars, and disadvantage those in the	
community who need a reliable way to get to work without the high cost of owning a car. One final	
thought on Metro funding. I have Metro benefits through my employer. I dutifully tap the box every	
time I board a bus. But the technology is finnicky and bus drivers trying to keep to a schedule often	
wave people through rather than have them keep trying to tap until the fare goes through. On my bus	
routes, 90 percent or more of people tap to pay their fare but it appears to go through less than half the time. There is free money for WMATA if they can find a way to reliably collect bus fares. And for	
those of us who receive Metro benefits through our employer, higher fares are no problem at all and would be much desired if it helped sustain frequent bus service. Perhaps there is a way to charge higher	
Metrorail and Metrobus fares to people whose commutes are employer-funded and lower fares to	
lower-income bus users who don?t have that benefit.	Bus Service
I have been a user of metro acess since 2016. It?s my lifeline since my confinement to a wheelchair.	
The service is a necessity for me to get to doctors appointments therapy sssions and grocery shopping.	
Having the service has kept some normalcy in my life , without it I?m lost!!	Rail Service
I have impaired vision and I have family in DC. I depend on public transportation when visiting. The	
completeness and seamlessness of the system has been amazing when I visited. Disabled, blind, and	
vision impaired do find it difficult to change buses/trains and I?m sorry to see the system become more	
difficult to use.	Bus Service
I hope this survey helps relevant politicians understand the importance of public transport to the area	Miscellaneous
I like metro transit	Rail Service
I like the current route, it's easy to meet my transportation needs.	Bus Service
I like trains. I live in Adams Morgan, which is not well-served by the Metro and so bus service is crucial. I take the S2	Rail Service
and 42/43 on weekends all the time. I work outside of DC but I rely on the bus to get around DC on the	
weekend. Cutting or eliminating weekend service on these routes would make downtown DC	
inaccessible to me on weekends without driving.	Bus Service
I live in Hill East and the D6 is an essential service for transportation downtown for our community. It is	
a 20 minute walk to the metro, whereas the D6 offers convenient, safe, one-line service for essential	
travel. The bus is filled with a cross section (race, socio-economic, age, etc) of DC and our	
neighborhood, including the elderly, kids going to school, people going to their jobs, people going to	
Union Station, tourists, and others. Eliminating the D6, which has no viable replacement service for its	
Union Station, tourists, and others. Eliminating the D6, which has no viable replacement service for its commuters other than ride sharing or personal car use, which are cost prohibitive. Accordingly,	
Union Station, tourists, and others. Eliminating the D6, which has no viable replacement service for its commuters other than ride sharing or personal car use, which are cost prohibitive. Accordingly, eliminating the D6 would drastically reduce the livability and affordability of living on Capitol Hill, Hill	
Union Station, tourists, and others. Eliminating the D6, which has no viable replacement service for its commuters other than ride sharing or personal car use, which are cost prohibitive. Accordingly, eliminating the D6 would drastically reduce the livability and affordability of living on Capitol Hill, Hill East, and Kingman Park. I urge WMATA to maintain the D6 and find other means to meet its funding	
Union Station, tourists, and others. Eliminating the D6, which has no viable replacement service for its commuters other than ride sharing or personal car use, which are cost prohibitive. Accordingly, eliminating the D6 would drastically reduce the livability and affordability of living on Capitol Hill, Hill East, and Kingman Park. Lurge WMATA to maintain the D6 and find other means to meet its funding shortfall. (I would add, every day I see many people, on the D6 and metro, not pay their fare. It seems	
Union Station, tourists, and others. Eliminating the D6, which has no viable replacement service for its commuters other than ride sharing or personal car use, which are cost prohibitive. Accordingly, eliminating the D6 would drastically reduce the livability and affordability of living on Capitol Hill, Hill East, and Kingman Park. I urge WMATA to maintain the D6 and find other means to meet its funding shortfall. (I would add, every day I see many people, on the D6 and metro, not pay their fare. It seems increasingly essential for WMATA to police fare jumpers as the free riding should not continue when	
Union Station, tourists, and others. Eliminating the D6, which has no viable replacement service for its commuters other than ride sharing or personal car use, which are cost prohibitive. Accordingly, eliminating the D6 would drastically reduce the livability and affordability of living on Capitol Hill, Hill East, and Kingman Park. I urge WMATA to maintain the D6 and find other means to meet its funding shortfall. (I would add, every day I see many people, on the D6 and metro, not pay their fare. It seems increasingly essential for WMATA to police fare jumpers as the free riding should not continue when fare-paying customers are faced with fare increases and debilitating service cuts.)	Bus Service
Union Station, tourists, and others. Eliminating the D6, which has no viable replacement service for its commuters other than ride sharing or personal car use, which are cost prohibitive. Accordingly, eliminating the D6 would drastically reduce the livability and affordability of living on Capitol Hill, Hill East, and Kingman Park. I urge WMATA to maintain the D6 and find other means to meet its funding shortfall. (I would add, every day I see many people, on the D6 and metro, not pay their fare. It seems increasingly essential for VMATA to police fare jumpers as the free riding should not continue when fare-paying customers are faced with fare increases and debilitating service cuts.) I live in Southwest, and the 74, P6, and the Circulator are my lifelines out of the neighborhood when I	Bus Service
Union Station, tourists, and others. Eliminating the D6, which has no viable replacement service for its commuters other than ride sharing or personal car use, which are cost prohibitive. Accordingly, eliminating the D6 would drastically reduce the livability and affordability of living on Capitol Hill, Hill East, and Kingman Park. I urge WMATA to maintain the D6 and find other means to meet its funding shortfall. (I would add, every day I see many people, on the D6 and metro, not pay their fare. It seems increasingly essential for WMATA to police fare jumpers as the free riding should not continue when fare-paying customers are faced with fare increases and debilitating service cuts.) I live in Southwest, and the 74, P6, and the Circulator are my lifelines out of the neighborhood when I go to dinner (e.g., Jaleo, Clyde's), theatres, go to the convention center for events, see a movie at the E	Bus Service
Union Station, tourists, and others. Eliminating the D6, which has no viable replacement service for its commuters other than ride sharing or personal car use, which are cost prohibitive. Accordingly, eliminating the D6 would drastically reduce the livability and affordability of living on Capitol Hill, Hill East, and Kingman Park. I urge WMATA to maintain the D6 and find other means to meet its funding shortfall. (I would add, every day I see many people, on the D6 and metro, not pay their fare. It seems increasingly essential for WMATA to police fare jumpers as the free riding should not continue when fare-paying customers are faced with fare increases and debilitating service cuts.) I live in Southwest, and the 74, P6, and the Circulator are my lifelines out of the neighborhood when I	Bus Service Bus Service

Comment	Catagory
i love the metro please don?t make cuts on it. the beltway and car-based emissions. our	Category
capital needs to lead by example and public transit has to be the future	Rail Service
I metro to work and don?t have a car. Service delays to the orange/silver/blue lines would be	
HORRIBLE. I don?t care how expensive the fare is as long as it is less than taking an Uber to and from	
work every day. I oppose eliminating the 96 and D6 routes.	Fares/Fees/Parking Bus Service
I really value the Metro and the service it provides for D.C. It gives the public great flexibility to travel	Bus service
where-ever as needed. It would be a great shame if service had been cut down greatly and it would	
decrease my approval of WMATA.	Rail Service
I really worry about the impact of bus service decreases, given that the bus system is able to serve	
lower-income passengers and neighborhoods in a way MetroRail doesn't. The lines on the block might not be highly traveled but they are essential lifelines to get to jobs and do essential activities like buying	
groceries. it's a well-documented phenomenon that resident sin Wards 8 and 7, who are served by just	
4 grocery stores in total, have to travel 45 minutes or an hour when they factor in bus transfers to get	
to a store. Don't make that worse. On the flip side, I live in ward 1 and commute to Buzzard Point in	
W6, served by the 74 bus that you plan to cut, so that's not great. And the challenge with my personal	
bus habits is more about the variety of people the bus serves. The lines I ride most frequently (70s,60s, 50s, and 40s) where ridership is mixed between wealthy residents who have the means to switch to	
ubers, rental bikes, or driving and parking when transit is not easily accessible - I can tell you the	
number of my peers (college educated, well-paid office jobs) who just gave up on transit in the	
pandemic and now will take an uber (creating traffic, pollution) when they used to take bus or rail. And	
I know that my neighbors who work in the service industry or other non-peak jobs are also reliant on	
evening and weekend service to get around. I still do some event work and really appreciate the fact	
that I can book a gig on a Friday or Saturday night and not worry about losing a chunk of my earnings to an uber to get home - that becomes even more important when that is your full-time job.	Bus Service
I rely heavily on the D6 route as one of the few east-west routes across the city	Bus service
I rely on the 42/43 busses to get me from where I live in Columbia Heights to where I work in Foggy	
Bottom. Diminishing these bus routes would severely undermine my commute and daily life, as well as	
those of my neighbors, with whom I ride the bus each day.	Bus Service
I rely on the D6 bus route twice a day for my morning commute to work to a federal agency. This would disrupt my plans and would I would have to find alternate routes / modes of travel.	Bus Service
I rely on the metro to get around, I don't drive, and work late periodically. If the service is cut, it would	
be difficult to get home	Bus Service
I represent many friends, coworkers, and neighbors in Glover Park and Georgetown and we strongly	
oppose elimination of D2 and D6 buses because it would impact our livelihoods. We propose reducing	
frequency of these two lines, big NO no elimination. I represent many other families and friends, coworkers, neighbors and other residents who live in	Bus Service
Glover Park and Georgetown. We strongly oppose the elimination of D2 and D6 Metrobus lines because	
it would negatively impact our livelihoods as we commute to and from work, school, grocery stores,	
doctors and hospitals, and family members, it would severe our connection to a major hub such as	
Dupont Circle Metro and thus also making a lot of us under-served by any public transportation. It	
would also be inconsistent with the goal of encouraging people to take public transportation more	
than owning personal vehicles. We suggest only changing the frequency and modernize the bus fleet	Dua Camina
used to use electric buses and buses that can have more passengers because of the adjusted I see that the D6 route might be cut completely. Please do not cut this route and others that serve	Bus Service
students in getting to school. The D6 is route is particularly important for MacArthur High School	
students, as it is only his route that serves the school. Without this route, the school is basically	
impossible to reach via public transportation.	Bus Service
I service should center around population centers. Frequency over coverage. The more service the	
better, but when the going gets tough like now, the suburbs shouldn?t be subsidized by great service, unless they pay their fair shares. The jurisdictions which do not contribute fairly to closing the gap	
should see the brunt of service cuts. Pay a fair share or don?t expect WMATA?s great service, I say. I	
hope that a steady funding stream is identified before if not right after these cuts go into effect.	Bus Service
I swear to god somebody somewhere needs to be yelled at and publicly embarrassed for cutting metro	
funding	Capital Budget
I take 92 bus and 32, 36 bus on my way to work and on weekend I take 92, 32,36, 52,54,42,43 to get around down town . I just like the bus service the way it is now. I'm afraid how to get around if	
decrease or eliminate bus service on weekend and holidays.	Bus Service
I think every dollar and ounce of energy should be spent on decreasing headway at metrorail stations.	
Waiting 15 minutes for a train is unacceptable. The target is 5 minutes or less at every station all day	
every day. If you hit that ridership will increase. Buses also have too many stops that are too close	
together. If bus stops are a mile apart then the max walk is half a mile. Stops every couple blocks is a huge pain in the stops.	Bus Service
I think it is unfair to both increase the bus fare as well as cutting routes. Many people use the routes	
because it is affordable for families without personal transportation.	Bus Service
I think people have places to go everyday of the week, so cutting out routes inconveniences us and we	
resort to expensive ubers and lyft	Bus Service
I think politicians should redirect funds from stuff like police and vanity projects and focus on building up stuff that is extremely important for society like public transit	Fare Evasion/Safety/Crime
I think some cuts should be also in employee salaries	Miscellaneous
I think that adjusting route times, and stops is a good route to take even if that will unfortunately mean	
fair increases. However I do not think cutting late & weekend service is beneficial to many of us who	
use the service. I do think adjusting the hours based on station traffic at those hours and then adjusting the train times leaving beginning and and routes would be a better design. Classing last applications	
the train times leaving beginning and end routes would be a better decision. Closing less popular stations slightly earlier, cutting the train routes shorter. Allowing the buses to fill in & increasing traffic	
at the stations that already have a healthy amount of traffic on late nights and weekends.	Bus Service
I think that cutting budget, reducing service costs, and increasing the fares by 25% is not the answer or	
solution to make for this situation.	Operating Budget, Management and Spending
I think that this would be very stupid of metro to do because for one thing not everybody has money in	Dell Carrier
Metro literally makes a lot of money, so why are you doing this to the people that are helping you out?. i think the silver line changes will be good, bus routes with transfers or rail alternatives is a fair cut, and	Kali Service
slight fair increases. I would ride metro more with later weekend night service, and would be less likely	
to take the metro to work with fare increases. I think persevering regular trains during rush hour is	
incredibly important.	Bus Service
I took the X2 this past Saturday, early evening. I am 45 and had my daughters, ages 5 and 10, with me.	
The amount of riders who crammed through the back door without paying was alarming. My suggestion is to make the bus free for riders, since anecdotally it seems to me few people pay for it	Rus Service
I totally depend on metro access and accessibilities ride program where I can get an uber or taxi as well	Bus Service
as a metro access car so taking away bus routes will eliminate where I can travel and i also use it for	
workdaily and doctor and therapy appointments	Bus Service

Comment	Category
I understand the budget but the metro runs the area. Most people can hardly afford to pay for the	
fares as it is. i believe there should be some type of reform. the cut in services will affect everyone	
drastically so if there?s any change than i believe the fares should increase a bit more.	Operating Budget, Management and Spending
I use 1A at 1am and if that changes I won?t have a way home. Metro will lose money if is does that	Dell Caralian
since I?m not the only one that uses 1A after 1am. I use Metrobus quite often. On average less than half the people boarding the bus pay the fare. Why do	Rail Service
the drivers do not ensure that people pay the fare? In times of a tight budget, why does WMATA fail to	
collect the fare in buses? I guess this proves that none of the executives of WMATA use Metrobuses. Or	
they just do not care.	Operating Budget, Management and Spending
I use Metrorail 5-6 days a week. The amount of cars Metrorail and Metrobus keep off the roads is	
amazing. I hope the DMV governments would realize the value of the Metro system as a cost saving	
measure for their respective DOTs. I worry any service cuts will cause a downward spiral of ridership	
and further cuts. Raising fares isn?t much better but Metro needs to keep system and buses reliable,	
safe, clean, with short headways to keep/grow ridership. Also transit-oriented development will stop	
occurring if developers think the local station will be less valuable to tenants or may be shut down	
completely.	Bus Service
I usually take metrorail to work (red line) anywhere between 7 am to 11 am 7 days a week. If I regularly	
had to wait more than 6 or so minutes (which I currently never do), I?d probably bike to work.	Rail Service
I want the price of the fares to stay, only increase for passes abd subscriptions and decrease for late night and weekends	
I want you to address your budget shortfall by enforcing fare payment. It is unacceptable to place the	Fares/Fees/Parking
burden of improvement on those already paying while those who evade continue to do so. You are	
engendering more crime.	Operating Budget, Management and Spending
I went years without needing a car while living in the city even though Metro wasn't extremely reliable.	
If DC wants to make the city more non-car friendly, we need better public transportation, and that	
means less wait time on rail and bus and more stops, as well as safer travel. If NYC can have good	
public transportation, why can't we? The service cuts are just going to make people find other means of	
transportation.	Bus Service
I will literally move to another city if you gut the metro	Rail Service
I would be much more likely to use bus service more frequently (including the 96 line I really really	
hope you do not cut) if it were more reliable. I lived in Chicago almost 20 years ago and it was easier to	
reliably track when a bus would arrive than it is here. Too many people rely on buses for WMATA to	
miss the opportunity to use them more and better. Thank you!	Bus Service
I would gladly pay double rather than see my state ransomed into covering the poor spending and	
development I've seen these last two years that I've lived in Virginia. Please don't cut the routes and	Due Carrier
lines anymore than absolutely necessary. I would like the rates to stay the same for Metro Access & to include up to 2:am on weekends	Bus Service MetroAccess
I would like to know what caused the Budget deficit currently causing said price hike and service cut	MelloAccess
proposals.	Operating Budget, Management and Spending
I would love to see metroail run rush hiour fares to continue with little fare increade	Fares/Fees/Parking
I would most prefer it if Metro could raise revenue from regional jurisdictions.	Rail Service
I would prefer the fare increase because some of my main routes of use face major changes and it	
would hurt me alot.	Bus Service
I would prefer to pay higher prices than to see metro cut services. The 96 bus was proposed as being	
cut from low ridership which is not the case. The bus is consistently packed but no one pays for it so I	
am assuming ridership data is skewed.	Bus Service
I would prefer you raise prices - and also make sure that all riders pay for their rides and do something	
to penalize the people who jump the terminals and don't pay for their trip. Please keep the D6 bus. It is	
important to our community.	Bus Service
I would rather have higher fares than decreased access on metro, i depend on the metro for	Bus Service
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of	
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle.	Bus Service Fares/Fees/Parking
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and	
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go	Fares/Fees/Parking
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and	
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school	Fares/Fees/Parking Bus Service
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 1?II pay more don?t run less	Fares/Fees/Parking Bus Service
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 1?II pay more don?t run less 1?m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced 1?m a single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the	Fares/Fees/Parking Bus Service Miscellaneous
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 12/li pay more don?t run less 1?m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced 1?m a single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and rail: (1) Crime on buses and	Fares/Fees/Parking Bus Service Miscellaneous
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 17ll pay more don?t run less 17m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced 1?ma single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and rail: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don?t cut corners in ether of the single.	Fares/Fees/Parking Bus Service Miscellaneous Rail Service
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 1?II pay more don?t run less 1?m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced 1?m a single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and rail: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don?t cut corners in ether of those areas.	Fares/Fees/Parking Bus Service Miscellaneous
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school I?II pay more don?t run less I?m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced I?m a single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and rail: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don?t cut corners in ether of those areas. I?m concerned that the service cuts will mostly affect our areas most needy who rely on the service to	Fares/Fees/Parking Bus Service Miscellaneous Rail Service Bus Service
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 17ll pay more don?t run less 17m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced 17m a single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and rail: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don?t cut corners in ether of those areas. 17m concerned that the service cuts will mostly affect our areas most needy who rely on the service to get them to their jobs.	Fares/Fees/Parking Bus Service Miscellaneous Rall Service Bus Service Bus Service
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 17ll pay more don?t run less 17m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced 17m as nigle, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and rail: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don?t cut corners in ether of those areas. 17m concerned that the service cuts will mostly affect our areas most needy who rely on the service to get them to their jobs. 17m definitely not pleased to hear about a proposed fare freeze	Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 1?II pay more don?t run less 1?m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced 1?m a single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and rail: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don?t cut corners in ether of those areas. 1?m concerned that the service cuts will mostly affect our areas most needy who rely on the service to get them to their jobs. 1?m definitely not pleased to hear about a proposed fare freeze 1?m okay with a slight fare increase but not \$2.50. That?s too steep.	Fares/Fees/Parking Bus Service Miscellaneous Rall Service Bus Service Bus Service
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 17ll pay more don?t run less 17m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced 17m as nigle, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and rail: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don?t cut corners in ether of those areas. 17m concerned that the service cuts will mostly affect our areas most needy who rely on the service to get them to their jobs. 17m definitely not pleased to hear about a proposed fare freeze	Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 12/li pay more don?t run less 17m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced 17m a single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and rail: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don?t cut corners in ether of those areas. 17m concerned that the service cuts will mostly affect our areas most needy who rely on the service to get them to their jobs. 17m definitely not pleased to hear about a proposed fare freeze 17m okay with a slight fare increase but not \$2.50. That?s too steep. 17ve been using the 80 almost every day for the past year. It has always seemed busy and popular to	Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school [7] hay more don?t run less [7] ma high school student in Virginia and I take the metro to school most of the time and I want it to be reduced [7] ma single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and rail: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don?t cut corners in ether of those areas. [7] m definitely not pleased to hear about a proposed fare freeze [7] m definitely not pleased to hear about a proposed fare freeze [7] mokay with a slight fare increase but not \$2.50. That?s too steep. [7] we been using the 80 almost every day for the past year. It has always seemed busy and popular to me, morning and afternoon/evening. I think some of the cities needier population relies on it heavily. I	Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 17ll pay more don?t run less 17m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced 17m a single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and raii: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don?t cut corners in ether of those areas. 17m concerned that the service cuts will mostly affect our areas most needy who rely on the service to get them to their jobs. 17m definitely not pleased to hear about a proposed fare freeze 17m okay with a slight fare increase but not \$2.50. That?s too steep. 17we been using the 80 almost every day for the past year. It has always seemed busy and popular to me, morning and afternoon/evening. I think some of the cities needier population relies on it heavily. I would not recommend cutting its service. Thank you!	Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 17ll pay more don?t run less 17m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced 17m a single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and rail: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don?t cut corners in ether of those areas. 17m concerned that the service cuts will mostly affect our areas most needy who rely on the service to get them to their jobs. 17w befinitely not pleased to hear about a proposed fare freeze 17m okay with a slight fare increase but not \$2.50. That?s too steep. 17ve been using the 80 almost every day for the past year. It has always seemed busy and popular to me, morning and afternoon/evening. I think some of the cities needier population relies on it heavily. I would not recommend cutting its service. Thank you! If certain lines in Virginia are cut (1C & 2B) I won?t have any way to get to work. There are already limited options for those of us without cars, but in addition this would severely impact us low income individuals who rely on these buses to get to work and pay our rent. I don?t know how 1?ll survive	Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 1?II pay more don?t run less 1?m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced 1?m a single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and raii: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don?t cut corners in ether of those areas. 1?m concerned that the service cuts will mostly affect our areas most needy who rely on the service to get them to their jobs. 1?m definitely not pleased to hear about a proposed fare freeze 1?m okay with a slight fare increase but not \$2.50. That?s too steep. 1?ve been using the 80 almost every day for the past year. It has always seemed busy and popular to me, morning and afternoon/evening. I think some of the cities needier population relies on it heavily. I would not recommend cutting its service. Thank you! If certain lines in Virginia are cut (1C & 2B) I won?t have any way to get to work. There are already limited options for those of us without cars, but in addition this would severely impact us low income individuals who rely on these buses to get to work and pay our rent. I don?t know how I?II survive without Metrobus in my area (Fairfax)	Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 12/li pay more don?t run less 12/m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced 12/m compared on the service that I STOP using Metrobus and rail: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don?t cut corners in ether of those areas. 12/m concerned that the service cuts will mostly affect our areas most needy who rely on the service to get them to their jobs. 12/m definitely not pleased to hear about a proposed fare freeze 12/m okay with a slight fare increase but not \$2.50. That?s too steep. 12/w been using the 80 almost every day for the past year. It has always seemed busy and popular to me, morning and afternoon/evening. I think some of the cities needier population relies on it heavily. I would not recommend cutting its service. Thank you! If certain lines in Virginia are cut (1C & 2B) I won?t have any way to get to work. There are already limited options for those of us without cars, but in addition this would severely impact us low income individuals who rely on these buses to get to work and pay our rent. I don?t know how I?ll survive without Metrobus in my area (Fairfax). If do is going to be a world class city we need to invest in our public transit. In general I think fare	Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school [7] pay more don?t run less 17m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced 17m a single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and rail: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don?t cut corners in ether of those areas. 17m concerned that the service cuts will mostly affect our areas most needy who rely on the service to get them to their jobs. 17m definitely not pleased to hear about a proposed fare freeze 17m okay with a slight fare increase but not \$2.50. That?s too steep. 17w been using the 80 almost every day for the past year. It has always seemed busy and popular to me, morning and afternoon/evening. I think some of the cities needier population relies on it heavily. I would not recommend cutting its service. Thank you! If certain lines in Virginia are cut (1C & 2B) I won?t have any way to get to work. There are already limited options for those of us without cars, but in addition this would severely impact us low income individuals who rely on these buses to get to work and pay our rent. I don?t know how 1?II survive without Metrobus in my area (Faifax) If dc is going to be a world class city we need to invest in our public transit. In general I think fare increases on those who c	Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 17ll pay more don?t run less 17m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced 17m a single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and rail: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don?t cut corners in ether of those areas. 17m chefinitely not pleased to hear about a proposed fare freeze 17m okay with a slight fare increase but not 52.50. That?s too steep. 17ve been using the 80 almost every day for the past year. It has always seemed busy and popular to me, morning and afternoon/evening. I think some of the cities needier population relies on it heavily. I would not recommend cutting its service. Thank you! If certain lines in Virginia are cut (1C & 2B) I won?t have any way to get to work. There are already limited options for those of us without cars, but in addition this would severely impact us low income individuals who rely on these buses to get to work and pay our rent. I don?t know how !?! survive without Metrobus in my area (fairfax). If dc is going to be a world class city we need to invest in our public transit. In general I think fare increases on those who can pay are more appropriate than service cuts. The buses headways are already unacceptable. Making them worse could cause a	Fares/Fees/Parking Bus Service Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 1211 pay more don?t run less 127m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced 127n a single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and rail: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don?t cut corners in ether of those areas. 127m chemication that the service cuts will mostly affect our areas most needy who rely on the service to get them to their jobs. 127m definitely not pleased to hear about a proposed fare freeze 127m kay with a slight fare increase but not \$2.50. That?s too steep. 127w been using the 80 almost every day for the past year. It has always seemed busy and popular to me, morning and afternoon/evening. I think some of the cities needier population relies on it heavily. I would not recommend cutting its service. Thank you! If certain lines in Virginia are cut (1C & 2B) I won?t have any way to get to work. There are already limited options for those of us without cars, but in addition this would severely impact us low income individuals who rely on these buses to get to work and pay our rent. I don?t know how Y2! Jusvive without Metrobus in my area (Fairfax) If dc is going to be a world class city we need to invest in our public transit. In general I think fare increases on thos	Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 1211 pay more don?t run less 1211 pay more don?t run less 1211 pay more don?t run less 1211 as a ningle, upwardly mobile professional who owns a car ? but use Metro daily to commute to the reduced 12m a single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the reduced 12m concerned that the service cuts will mostly affect our areas most needy who rely on the service to get them to their jobs. 12m definitely not pleased to hear about a proposed fare freeze 12m okay with a slight fare increase but not \$2.50. That?s too steep. 12rve been using the 80 almost every day for the past year. It has always seemed busy and popular to me, morning and afternoon/evening. I think some of the cities needier population relies on it heavily. I would not recommend cutting its service. Thank you! 11f certain lines in Virginia are cut (1C & 20) I work have any way to get to work. There are already 11mited options for those of us without cars, but in addition this would severely impact us low income 11dividuals who rely on these buses to get to work and pay our rent. I don?t know how 1?ll survive without Metrobus in my area (Fairfax) 11f dic is going to be a world Class city we need to invest in our public transit. In general I think fare increases on those who can pay are more appropriate than service cuts. The buses headways are already unacceptable. Making them worse could cause a doomspiral. Closing statio	Fares/Fees/Parking Bus Service
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 1211 pay more don?t run less 127m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced 127n a single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and rail: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don?t cut corners in ether of those areas. 127m chemication that the service cuts will mostly affect our areas most needy who rely on the service to get them to their jobs. 127m definitely not pleased to hear about a proposed fare freeze 127m kay with a slight fare increase but not \$2.50. That?s too steep. 127w been using the 80 almost every day for the past year. It has always seemed busy and popular to me, morning and afternoon/evening. I think some of the cities needier population relies on it heavily. I would not recommend cutting its service. Thank you! If certain lines in Virginia are cut (1C & 2B) I won?t have any way to get to work. There are already limited options for those of us without cars, but in addition this would severely impact us low income individuals who rely on these buses to get to work and pay our rent. I don?t know how Y2! Jusvive without Metrobus in my area (Fairfax) If dc is going to be a world class city we need to invest in our public transit. In general I think fare increases on thos	Fares/Fees/Parking Bus Service Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 17ll pay more don?t run less 17m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced 17m a single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and rail: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don?t cut corners in ether of those areas. 17m concerned that the service cuts will mostly affect our areas most needy who rely on the service to get them to their jobs. 17w been using the 80 almost every day for the past year. It has always seemed busy and popular to me, morning and afternoon/evening. I think some of the cities needier population relies on it heavily. I would not recommend cutting its service. Thank you! If certain lines in Virginia are cut (1C & 2B) I won?t have any way to get to work. There are already limited options for those of us without cars, but in addition this would severely impact us low income individuals who rely on these buses to get to work and pay our rent. I don?t know how 1?II survive without Metrobus in my area (Fairfax) If dc is going to be a world class city we need to invest in our public transit. In general I think fare increases on those who can pay are more appropriate than service cuts. The buses headways are already unacceptable. Making them worse could cause a doomspiral	Fares/Fees/Parking Bus Service
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 17ll pay more don?t run less 17m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced 17m a single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and rail: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don?t cut corners in ether of those areas. 17m concerned that the service cuts will mostly affect our areas most needy who rely on the service to get them to their jobs. 17w been using the 80 almost every day for the past year. It has always seemed busy and popular to me, morning and afternoon/evening. I think some of the cities needier population relies on it heavily. I would not recommend cutting its service. Thank you! If certain lines in Virginia are cut [CL & 2B) I won?t have any way to get to work. There are already limited options for those of us without cars, but in addition this would severely impact us low income individuals who rely on these buses to get to work and pay our rent. I don?t know how I?ll survive without Metrobus in my area (Fairfax) If dc is going to be a world class city we need to invest in our public transit. In general I think fare increases on those who can pay are more appropriate than service cuts. The buses headways are already unacceptable. Making them worse could cause a doomspiral	Fares/Fees/Parking Bus Service
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 1211 pay more don't run less 127m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced 127m a single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and rail: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don?t cut corners in ether of those areas. 127m chemistry not pleased to hear about a proposed fare freeze 127m okay with a slight fare increase but not \$2.50. That?s too steep. 127v been using the 80 almost every day for the past year. It has always seemed busy and popular to me, morning and afternoon/evening. I think some of the cities needier population relies on it heavily. I would not recommend cutting its service. Thank you! If certain lines in Virginia are cut (1C & 2B) I won?t have any way to get to work. There are already limited options for those of us without cars, but in addition this would severely impact us low income individuals who rely on these buses to get to work and pay our rent. I don?t know how I?II survive without Metrobus in my area (Fairfax) If do is going to be a world class city we need to invest in our public transit. In general I think fare increases on those who can pay are more appropriate than service cuts. The buses headways are already unacceptable. Making them worse could cause	Fares/Fees/Parking Bus Service
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 17ll pay more don?t run less 17m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced 17m a single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and rail: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don?t cut corners in ether of those areas. 17m concerned that the service cuts will mostly affect our areas most needy who rely on the service to get them to their jobs. 17m definitely not pleased to hear about a proposed fare freeze 17m okay with a slight fare increase but not \$2.50. That?s too steep. 17ve been using the 80 almost every day for the past year. It has always seemed busy and popular to me, morning and afternoon/evening. I think some of the cities needier population relies on it heavily. I would not recommend cutting its service. Thank you! If certain lines in Virginia are cut (1C & 2B I) won?t have any way to get to work. There are already limited options for those of us without cars, but in addition this would severely impact us low income individuals who rely on these buses to get to work and pay our rent. I don?t know how I?l survive without Metrobus in my area (Fairfax) If dic is going to be a world class city we need to invest in our public transit. In general I think fare increases on those wh	Fares/Fees/Parking Bus Service
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 17ll pay more don't run less 17m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced 17m a single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and rail: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don't cut corners in ether of those areas. 17m concerned that the service cuts will mostly affect our areas most needy who rely on the service to get them to their jobs. 17w befinitely not pleased to hear about a proposed fare freeze 17m okay with a slight fare increase but not \$2.50. That's too steep. 17we been using the 80 almost every day for the past year. It has always seemed busy and popular to me, morning and afternoon/evening. I think some of the cities needier population relies on it heavily. I would not recommend cutting its service. Thank you! If certain lines in Virginia are cut (1C & 2B) I won?t have any way to get to work. There are already limited options for those of us without cars, but in addition this would severely impact us low income individuals who rely on these buses to get to work and pay our rent. I don?t know how 1?II survive without Metrobus in my area (Fairfax) If dc is going to be a world class city we need to invest in our public transit. In general I think fare increases on those who	Fares/Fees/Parking Bus Service
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 17ll pay more don't run less 17m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced 17m a single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and rail: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don't cut corners in ether of those areas. 17m concerned that the service cuts will mostly affect our areas most needy who rely on the service to get them to their jobs. 17m definitely not pleased to hear about a proposed fare freeze 17m okay with a slight fare increase but not \$2.50. That?s too steep. 17w loway with a slight fare increase but not \$2.50. That?s too steep. 17w obay using the 80 almost every day for the past year. It has always seemed busy and popular to me, morning and afternoon/evening. I think some of the cities needier population relies on it heavily. I would not recommend cutting its service. Thank you! If certain lines in Virginia are cut (1C & 2B) I won?t have any way to get to work. There are already limited options for those of us without cars, but in addition this would severely impact us low income individuals who rely on these buses to get to work and pay our rent. I don?t know how 1?II survive without Metrobus in my area (Faifax) If do its going to be a word class city we need to invest	Fares/Fees/Parking Bus Service Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Bus Service Bus Service Service Service
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 1711 pay more don?t run less 1721 pay more don?t run less 1721 na single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the reduced 1721 na single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and rail: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don?t cut corners in ether of those areas. 1721 done their jobs. 1721 done on their jobs. 1722 been using the Boal most every day for the past year. It has always seemed busy and popular to me, morning and afternoon/evening. I think some of the cities needier population relies on it heavily. I would not recommend cutting its service. Thank you! 1132 fertain lines in Virginia are cut (1C & 2B) I won?t have any way to get to work. There are already 1134 limited options for those of us without cars, but in addition this would severely impact us low income individuals who rely on these buses to get to work and pay our rent. I don?t know how 1711 survive without Metrobus in my area (Faifax) 1342 f dc is going to be a world class city we need to invest in our public transit. In general I think fare increases on those who can pay are more appropriate than service cuts. The buses headways are already unacceptable. Making them worse could cause a doomspiral. Closing stations that people rely on fo	Fares/Fees/Parking Bus Service Dervice Bus Service Dervice Service Service Service Dervice
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 12/li pay more don?t run less 12/m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced 12/m a single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and rail: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don?t cut corners in ether of those areas. 12/m concerned that the service cuts will mostly affect our areas most needy who rely on the service to get them to their jobs. 12/m definitely not pleased to hear about a proposed fare freeze 12/m okay with a slight fare increase but not \$2.50. That?s too steep. 12/ve been using the 80 almost every day for the past year. It has always seemed busy and popular to me, morning and afternoon/evening. I think some of the cities needier population relies on it heavily. I would not recommend cutting its service. Thank you! If certain lines in Virginia are cut (1C & 2B) I won?t have any way to get to work. There are already limited options for those of us without cars, but in addition this would severely impact us low income individuals who rely on these buses to get to work and pay our rent. I don?t know how I?I survive without Metrobus in my area (Fairfax) If do is going to be a world class city we need to invest in our public transit. In general I think fare increases on tho	Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Miscellaneous
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 17ll pay more don?t run less 17m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced 17m a single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and rail: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don?t cut corners in ether of those areas. 17m concerned that the service cuts will mostly affect our areas most needy who rely on the service to get them to their jobs. 17m definitely not pleased to hear about a proposed fare freeze 17m okay with a slight fare increase but not \$2.50. That?s too steep. 17ve been using the 80 almost every day for the past year. It has always seemed busy and popular to me, morning and afternoon/evening. I think some of the cities needier population relies on it heavily. I would not recommend cutting its service. Thank you! If certain lines in Virginia are cut (1C & 2.81) won?t have any way to get to work. There are already limited options for those of us without cars, but in addition this would severely impact us low income individuals who rely on these buses to get to work and pay our rent. I don?t know how I?l survive without Metrobus in my area (Fairfax) If di ci sgoing to be a world class city we need to invest in our public transit. In general I think fare increases on those wh	Fares/Fees/Parking Bus Service Determine Service Bus Service Determine Service Service Levels Determine Service Levels Determine Service Levels
I would rather have higher fares than decreased access on metro, i depend on the metro for commuting to work, school and visiting friends and family. Metro is my main, if not only forn of transportation and im eager to support public transportation by principle. I would rather see less frequent service than eliminating routes. If routes getting very little use and there's another public transport option, I'm ok with closing them. But generally prefer to see fares go up rather than reduce service. Do not get rid of the D6 - it is very heavily used, especially by school 17ll pay more don't run less 17m a high school student in Virginia and I take the metro to school most of the time and I want it to be reduced 17m a single, upwardly mobile professional who owns a car ? but use Metro daily to commute to the office. Only two things would guarantee that I STOP using Metrobus and rail: (1) Crime on buses and trains and (2) Dirty buses and trains. If you want to keep me as a customer don?t cut corners in ether of those areas. 17m concrned that the service cuts will mostly affect our areas most needy who rely on the service to get them to their jobs. 17m definitely not pleased to hear about a proposed fare freeze 17m okay with a slight fare increase but not \$2.50. That?s too steep. 17ve been using the 80 almost every day for the past year. It has always seemed busy and popular to me, morning and afternoon/evening. I think some of the cities needier population relies on it heavily. I would not recommend cutting is service. Thank you! If decisations for those of us without cars, but in addition this would severely impact us low income individuals who rely on these buses to get to work and pay our rent. I don?t know how I?l survive without Metrobus in my area (Fairfax) If do is going to be a world class city we need to invest in our public transit. In general I think fare increases on those who can pay are more appropriate than service cuts. The buses headways are already unacceptable. Making them	Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Miscellaneous

Comment	Category
If metro would make the stations safer, and the bus service actually show up at the stops on time and the transit police don't be lazy with arresting fare evaders and ticketing cars going into the bus zones at	
the stations then I wouldn't be doing this survey	Service Levels
If the DC area governments (including VA and MD) allege that they want to have policies that are good	
for the environment, they must NOT make metro rides more expensive, or less frequent. If the fares were to increase any more I believe that ridership across the DMV would decrease	Rail Service
substantially, whereas with service cuts there would still be a decrease and ridership but not to the	
same extent.	Bus Service
If the goal was to inevitably lose more money, then these are brilliant proposals.	Miscellaneous
If the Mayor can find \$500 million for the Caps and Wizards, she can find money to preserve bus service? period.	Bus Service
If there will be no change in service schedule during rush/peak times there should be no extra cost to	
ride during peak hours.	Fares/Fees/Parking
If we want to reduce traffic, we need to give people viable, affordable public transportation options first. Building more and more roads is not the answer. Public transportation should look like it does in	
Europe: affordable, ubiquitous, reliable, widespread. Metro should go where people live and need to	
commute, e.g. put metro down the center of Rt. 66 to Gainesville instead of adding toll lanes; add the	
Purple line across the Potomac from Silver Spring to Tysons Corner. I know those options represent an	
enormous amount of money but we need to shift out priorities and are hard choices at some point. Sooner rather than later is cheaper.	Bus Service
If you are going to charge more for fares on the rail or bus put the money into the trains and buses and	bus service
the workers who are out here putting there life on the line because mental health is real and the	
operators have to deal with it everyday! So put money into the worker?s pockets so the will appreciate	
they job more If you increase fares people will only turn away from using the service (or hopping fare gates). This will	Bus Service
cause even more declines in use and profit.	Fares/Fees/Parking
If you keep increasing fairs and cutting services, you?ll end up losing more money in the long run. Stop	
using our taxes to fund genocide and make public transportation more accessible for everyone.	Service Levels
If you provide a service that has value then you shouldn't be afraid to charge for it. If you continue to lose lots of money on every additional train and bus you run, eventually you will run fewer trains and	
buses.	Bus Service
If you terminate service on buses to end at the city center and don?t provide an alternative that runs at	
a regular pace, the general public becomes out of luck. do better than service cuts please. If you would just enforce fare jumping laws, you would have the money.	Bus Service
If you would just enforce fare jumping laws, you would nave the money. If you?re going to increase the fare, at least make sure that things look better and are better equipped	Fares/Fees/Parking
and kept.	Fares/Fees/Parking
I'm hoping metro access will still take you to appointments that are farther out and don't go up on the	
fare	MetroAccess
Implement energy conservation: photocells for lights off during daylight hours for outdoor stations, reduce # of cars during off hours except for major events, turn-off constantly running escalators when	
not in use	Rail Service
In good, prosperous cities, the metro system is at the heart of their success. Doesn?t make any sense to	
me what they?re trying to do (service cuts and make fare more expensive). I guess the latter won?t matter that much to the good number of people that just jump over the turnstiles without paying. I	
would be careful making public transportation less good	Bus Service
In my opinion, too much focus on service for routes that are under utilized and less important to the	Bus Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to	
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users.	Bus Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to	
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In one of the wealthiest metropolitan areas in the country, this should not be an issue. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed	Bus Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In one of the wealthiest metropolitan areas in the country, this should not be an issue. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If I have a choice between driving and riding metro I need you to help me	Bus Service Rail Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In one of the wealthiest metropolitan areas in the country, this should not be an issue. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If I have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service.	Bus Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In one of the wealthiest metropolitan areas in the country, this should not be an issue. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If I have a choice between driving and riding metro I need you to help me	Bus Service Rail Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In one of the wealthiest metropolitan areas in the country, this should not be an issue. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If I have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail changes document does not list which stations would close, making it difficult to provide informed feedback.	Bus Service Rail Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In one of the wealthiest metropolitan areas in the country, this should not be an issue. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If I have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail chapges document does not list which stations would close, making it difficult to provide informed feedback. Regardless, this change would be devastating to many riders. Additionally, I am vehemently opposed to	Bus Service Rail Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In one of the wealthiest metropolitan areas in the country, this should not be an issue. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If I have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail changes document does not list which stations would close, making it difficult to provide informed feedback.	Bus Service Rail Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail changes document does not list which stations would close, making it difficult to provide informed feedback. Regardless, this change would be devastating to many riders. Additionally, I am vehemently opposed to fare increases and the metrorail closing at 10pm. I will quite literally never ride metroral if have to pay.50 more just to have to take over an hour on the bus to get home past 10pm. While I have the privilege of having a call cloud drive instead, so many others do not and would have to spend an	Bus Service Rail Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If I have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail changes document does not list which stations would close, making it difficult to provide informed feedback. Regardless, this change would be devastating to many riders. Additionally, I am vehemently opposed to fare increases and the metrorail closing at 10pm. I will quite literally never ride metrorail if I have to pay .50 more just to have to take over an hour on the bus to get home past 10pm. While I have to spend an unfathomable amount of time commuting at night, increasing stress and decreasing the quality of	Bus Service Rail Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If I have a choice between driving and riding metro I need you to help me chose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail danges document does not list which stations would close, making it difficult to provide informed feedback. Regardless, this change would be devastating to many riders. Additionally, I am vehemently opposed to fare increases and the metrorail closing at 10pm. I will quite literally never rial to have to bave to take over an hour on the bus to get home past 10pm. While I have the privilege of having a car I could drive instead, so many others do not and would have to spend an unfathomable amount of time commuting at night, increasing stress and decreasing the quality of living. I love riding metro and preach how lucky we are to have a clean and reliable system in DC. I	Bus Service Rail Service Rail Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If I have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail changes document does not list which stations would close, making it difficult to provide informed feedback. Regardless, this change would be devastating to many riders. Additionally, I am vehemently opposed to fare increases and the metrorail closing at 10pm. I will quite literally never ride metrorail if I have to pay .50 more just to have to take over an hour on the bus to get home past 10pm. While I have to spend an unfathomable amount of time commuting at night, increasing stress and decreasing the quality of	Bus Service Rail Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If I have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail fanges document does not list which stations would close, making it difficult to provide informed feedback. Regardless, this change would be devastating to many riders. Additionally, I am vehemently opposed to fare increases and the metrorail closing at 10pm. I will quite literally never ride metrorail if I have to pay. JO more just to have to take over an hour on the bus to get home past 10pm. While I have the privilege of having a cord could drive instead, so many others do not and would have to spend an unfathomable amount of time commuting at night, increasing stress and decreasing the quality of living. I love riding metro and preach how lucky we are to have a clean and reliable system in DC. I would hate to have some of these changes go into effect and not be able to ride as much anymore. In the above questions, I chose 'would not change my travel choices' only because I have no other choice. That's not a good place to be. Also, can we do something about the blatant fare evasion that I	Bus Service Rail Service Rail Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In one of the wealthiest metropolitan areas in the country, this should not be an issue. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If I have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail changes document does not list which stations would close, making it difficult to provide informed feedback. Regardless, this change would be devastating to many riders. Additionally, I am vehemently opposed to fare increases and the metrorail closing at 10pm. I will quite literally never ride metrorail if I have to pay. S0 more just to have to take over an hour on the bus to get home past 10pm. While I have the privilege of having a car I could drive instead, so many others do not and would have to spend an unfathomable amount of time commuting at night, increasing stress and decreasing the quality of living. I love riding metro and preach how lucky we are to have a clean and reliable system in DC. I would hate to have some of these changes go into effect and not be able to ride as much anymore. In the above questions, I chose 'would not change my travel choices' only because I have no other choice. That's not a good place to be. Also, can we do something about the blaant fare evasion that I see multiple times a day. The new gates and the PR campaign obviously haven't worked. If people	Bus Service Rail Service Rail Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If I have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail changes document does not list which stations would close, making it difficult to provide informed feedback. Regardless, this change would be devastating to many riders. Additionally, I am vehemently opposed to fare increases and the metrorail closing at 10pm. I will quite literally never ride metrorail I have to pay. S0 more just to have to take over an hour on the bus to get home past 10pm. While I have the privilege of having a car I could drive instead, so many others do not and would have to spend an unfathomable amount of time commuting at night, increasing stress and decreasing the quility of living. I love riding metro and preach how lucky we are to have a clean and reliable system in DC. I would hate to have some of these changes go into effect and not be able to ride as much anymore. In the above questions, I chose 'would not change my travel choices' only because I have no other choice. That's not a good place to be. Also, can we do something about the blatant fare ewasion that I see multiple times aday. The new gates and the Pri cound blave the provide the law and paid their fare, it would help with the budget gap. It sucks for the rest of	Bus Service Rail Service Rail Service Miscellaneous
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In one of the wealthiest metropolitan areas in the country, this should not be an issue. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If I have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail changes document does not list which stations would close, making it difficult to provide informed feedback. Regardless, this change would be devastating to many riders. Additionally, I am vehemently opposed to fare increases and the metrorail closing at 10pm. I will quite literally never ride metrorail if I have to pay. S0 more just to have to take over an hour on the bus to get home past 10pm. While I have the privilege of having a car I could drive instead, so many others do not and would have to spend an unfathomable amount of time commuting at night, increasing stress and decreasing the quality of living. I love riding metro and preach how lucky we are to have a clean and reliable system in DC. I would hate to have some of these changes go into effect and not be able to ride as much anymore. In the above questions, I chose 'would not change my travel choices' only because I have no other choice. That's not a good place to be. Also, can we do something about the blaant fare evasion that I see multiple times a day. The new gates and the PR campaign obviously haven't worked. If people	Bus Service Rail Service Rail Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In one of the wealthiest metropolitan areas in the country, this should not be an issue. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If I have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail changes document does not list which stations would close, making it difficult to provide informed feedback. Regardless, this change would be devastating to many riders. Additionally, I am vehemently opposed to fare increases and the metrorail closing at 10pm. I will quite literally never ride metrorail if I have to pay. 50 more just to have to take over an hour on the bus to get home past 10pm. While I have the privilege of having a car I could drive instead, so many others do not and would have to spend an unfathomable amount of time commuting at night, increasing stress and decreasing the quality of living. I love riding metro and preach how ulcky we are to have a clean and reliable system in DC. I would hate to have so dean and reliable system in other choices chards good place to be. Also, can we do something about to worked. If people actually followed the law and paid their fare, it would help with the budget gap. It sucks for the rest of us fare-paying riders. In the future, please extend Metro bus to other parts of Maryland because THEBUS PG is extremely unreliable.	Bus Service Rail Service Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If I have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail changes document does not list which stations would close, making it difficult to provide informed feedback. Regardless, this change would be devastating to many riders. Additionally, I am vehemently opposed to fare increases and the metrorail closing at 10pm. I will quite literally never ride metrorail f I have to pay. 50 more just to have to take over an hour on the bus to get home past 10pm. While I have the privilege of having a car I could drive instead, so many others do not and would have to spend an unfathomable amount of time commuting at night, increasing stress and decreasing the quality of living. I love riding metro and preach how lucky we are to have a clean and reliable system in DC. I would have to bave some of these changes go into effect and not be able to ride as much anymore. In the above questions, I chose 'would not change my travel choices' only because I have no other choice. That's not a good place to be. Also, can we do something about the blatant fare evasion that I see multiple times a day. The new gates and the PR campaign obviously haven't worked. If people actually followed the law and paid their fare, it would help with the budget gap. It sucks for the rest of us fare-paying riders. In the future, please	Bus Service Rail Service Rail Service Miscellaneous Operating Budget, Management and Spending
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In one of the wealthiest metropolitan areas in the country, this should not be an issue. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If I have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail changes document does not list which stations would close, making it difficult to provide informed feedback. Regardless, this change would be devastating to many riders. Additionally, I am vehemently opposed to fare increases and the metrorail closing at 10pm. I will quite literally never ride metrorail if I have to pay. 50 more just to have to take over an hour on the bus to get home past 10pm. While I have the privilege of having a car I could drive instead, so many others do not and would have to spend an unfathomable amount of time commuting at night, increasing stress and decreasing the quality of living. I love riding metro and preach how ulcky we are to have a clean and reliable system in DC. I would hate to have so dean and reliable system in other choices chards good place to be. Also, can we do something about to worked. If people actually followed the law and paid their fare, it would help with the budget gap. It sucks for the rest of us fare-paying riders. In the future, please extend Metro bus to other parts of Maryland because THEBUS PG is extremely unreliable.	Bus Service Rail Service Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If I have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail chaprove, it would need to be made more clear which stations and riding metro I need you to help me choces metrics which stations would closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail chapres document does not list which stations would closure, making it difficult to provide informed feedback. Regardless, this change would be devastating to many riders. Additionally, I am vehemently opposed to fare increases and the metrorail closing at 10pm. I will quite literally never ride metrorail if I have to pay .50 more just to have to take over an hour on the bus to get home past 10pm. While I have the privilege of having a car I could drive instead, so many others do not and would have to spend an unfathomable amount of time commuting at night, increasing stress and decreasing the quality of living. I love riding metro and preach how lucky we are to have a clean and reliable system in DC. I would hate to have some of these changes go into effect and not be able to ride as much anymore. In the above questions, I chose 'would not change my travel choices' only because I have no other choice. That's not a good place to be. Also, can we do something about the blatant fare	Bus Service Rail Service Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In one of the wealthiest metropolitan areas in the country, this should not be an issue. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail changes document does not list which stations would close, making it difficult to provide informed feedback. Regardless, this change would be devastating to many riders. Additionally, I am vehemently opposed to fare increases and the metrorail closing at 10pm. I will quite literally never ride metrorail if I have to pay .50 more just to have to take over an hour on the bus to get home past 10pm. While I have the privilege of having a car I could drive instead, so many others do not and would have to spend an unfathomable amount of time commuting at night, increasing stress and decreasing the quality of living. I love riding metro and preach how lucky we are to have a clean and reliable system in DC. I would hate to have some of these changes go into effect and not be able to ride as much anymore. In the above questions, I chose 'would not change my travel choices' only because I have no other choice. That's not a good place to be. Also, can we do something about the blatant fare evasion that I see multiple times a day. The new gates and the PR campaign obviously haven't workel. If people actually followed the law and paid their fare, it would help wit	Bus Service Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In one of the wealthiest metropolitan areas in the country, this should not be an issue. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If I have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail changes document does not list which stations would close, making it difficult to provide informed feedback. Regardless, this change would be devastating to many riders. Additionally, I am vehemently opposed to fare increases and the metrorail closing at 10pm. I will quite literally never ride metrorail if I have to pay .50 more just to have to take over an hour on the bus to get home past 10pm. While I have the privilege of having a car I could drive instead, so many others do not and would have to spend an unfathomable amount of time commuting at night, increasing stress and decreasing the quality of living. I love riding metro and preach how lucky we are to have a clean and reliable system in DC. I would hate to have some of these changes go into effect and not be able to ride as much anymore. In the above questions, I chose' would not change my travel choices' only because I have no other choice. That's not a good place to be. Also, can we do something about the blatant fare evasion that I see multiple times a day. The new gates and the PR campaign obviously haven't worked. If people actually followed the law and lad their fare, it would help wi	Bus Service Rail Service Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In one of the wealthiest metropolitan areas in the country, this should not be an issue. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail changes document does not list which stations would close, making it difficult to provide informed feedback. Regardless, this change would be devastating to many riders. Additionally, I am vehemently opposed to fare increases and the metrorail closing at 10pm. I will quite literally never ride metrorail if I have to pay .50 more just to have to take over an hour on the bus to get home past 10pm. While I have the privilege of having a car I could drive instead, so many others do not and would have to spend an unfathomable amount of time commuting at night, increasing stress and decreasing the quality of living. I love riding metro and preach how lucky we are to have a clean and reliable system in DC. I would hate to have some of these changes go into effect and not be able to ride as much anymore. In the above questions, I chose 'would not change my travel choices' only because I have no other choice. That's not a good place to be. Also, can we do something about the blatant fare evasion that I see multiple times a day. The new gates and the PR campaign obviously haven't workel. If people actually followed the law and paid their fare, it would help wit	Bus Service Rail Service Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut services on the thit it become useless to ride. Many of these proposed cuts would make it useless. If have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail changes document does not list which stations would close, making it difficult to provide informed feedback. Regardless, this change would be devastating to many riders. Additionally, I am vehemently opposed to fare increases and the metrorail closing at 10pm. I will quite literally never ride metrorail if have to pay. 50 more just to have to take over an hour on the bus to get home past 10pm. While I have the privilege of having a car I could drive instead, so many others do not and would have to spend an unfathomable amount of time commuting at night, increasing stress and decreasing the quality of living. I love riding metro and preach how lucky we are to have a clean and reliable system in DC. I would hate to have some of these changes go into effect and not be able to ride as much anymore. In the above questions, I chose 'would not change my travel choices' only because I have no other choice. That's not a good place to be. Also, can we do something about twerdet. If people actually followed the law and paid their fare, it would help with the budget gap. It sucks for the rest of us fare-paying riders. In the future, please extend Metro bus to other parts of Maryland because THEBUS PG is extremely unreliable. Increase frequency with r	Bus Service Rail Service Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Bus Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In one of the wealthiest metropolitan areas in the country, this should not be an issue. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If I have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail changes document does not list which stations would close, making it difficult to provide informed feedback. Regardless, this change would be devastating to many riders. Additionally, I am vehemently opposed to fare increases and the metrorail closing at 10pm. I will quite literally never ride metrorail if I have to pay. 50 more just to have to take over an hour on the bus to get home past 10pm. While I have the privilege of having a car I could drive instead, so many others do not and would have to spend an unfathomable amount of time commuting at night, increasing stress and decreasing the quality of living. I love riding metro and preach how lucky we are to have a clean and reliable system in DC. I would hate to have some of these changes go into effect and not be able to ride as much anymore. In the above questions, I chose 'would not change my travel choices' only because I have no other choice. That's not a good place to be. Also, can we do something about the blatant fare evasion that I see multiple times a day. The new gates and the PR campaign obviously haven't worked. If people actually followed the law and paid their fare, it would help w	Bus Service Rail Service Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Bus Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If I have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail changes document does not list which stations would close, making it difficult to provide informed feedback. Regardless, this change would be devastating to many riders. Additionally, I am vehemently opposed to fare increases and the metrorail closing at 10pm. I will quite literally never ride metrorail I have to pay. 50 more just to have to take over an hour on the bus to get home past 10pm. While I have the privilege of having a car I could drive instead, so many others do not and would have to spend an unfathomable amount of time commuting at night, increasing stress and decreasing the quility of living. I love riding metro and preach how lucky we are to have a clean and reliable system in DC. I would hate to have some of these changes go into effect and not be able to ride as much anymore. In the above questions, I chose 'would not change my travel choices' only because I have no other choice. That's not a good place to be. Also, can we do something about the blatant fare ewasion that I see multiple limes aday. The new gates and the PR campaign obviously haven't worked. If people actually followed the law and paid their fare, it would help with the budget gap. It sucks for the rest of us fare-paying riders. In the dutte, please exte	Bus Service Rail Service Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Bus Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In one of the wealthiest metropolitan areas in the country, this should not be an issue. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If I have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail changes document does not list which stations would close, making it difficult to provide informed feedback. Regardless, this change would be devastating to many riders. Additionally, I am vehemently opposed to fare increases and the metrorail closing at 10pm. I will quite literally never ride metrorail if I have to pay. 50 more just to have to take over an hour on the bus to get home past 10pm. While I have the privilege of having a car I could drive instead, so many others do not and would have to spend an unfathomable amount of time commuting at night, increasing stress and decreasing the quality of living. I love riding metro and preach how lucky we are to have a clean and reliable system in DC. I would hate to have some of these changes go into effect and not be able to ride as much anymore. In the above questions, I chose 'would not change my travel choices' only because I have no other choice. That's not a good place to be. Also, can we do something about the blatant fare evasion that I see multiple times a day. The new gates and the PR campaign obviously haven't worked. If people actually followed the law and paid their fare, it would help w	Bus Service Rail Service Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Bus Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In one of the wealthiest metropolitan areas in the country, this should not be an issue. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If have a choice between driving and riding metro I need you to help me chose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail changes document does not list which stations would close, making it difficult to provide informed feedback. Regardless, this change would be devastating to many riders. Additionally, I am vehemently opposed to fare increases and the metrorail closing at 10pm. I will quite literally never ride metrorail if have to pay .50 more just to have to take over an hour on the bus to get home past 10pm. While I have the privilege of having a car I could drive instead, so many others do not and would have to spend an unfathomable amount of time commuting at night, increasing stress and decreasing the quality of living. I love riding metro and prach how lucky we are to have a clean and reliable system in DC. I would have to have some of these changes go into effect and not be able to ride as much anymore. In the above questions, I chose 'would not change my travel choices' only because I have no other choice. That's not a good place to be. Also, can we do something about the blatant fare evasion that I see multiple times a day. The new gates and the PR campaign obviously haven't worked. If people actually followed the law and paid their fare, it would help with th	Bus Service Rail Service Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Bus Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In one of the wealthiest metropolitan areas in the country, this should not be an issue. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail changes document does not list which stations would close, making it difficult to provide informed feedback. Regardless, this change would be devastating to many riders. Additionally, I am vehemently opposed to fare increases and the metrorail closing at 10pm. I will quite literally never ride metrorail if have to pay. 50 more just to have to take over an hour on the bus to get home past 10pm. While I have the privilege of having a car I could drive instead, so many others do not and would have to spend an unfathomable amount of time commuting at night, increasing stress and decreasing the quality of living. I love riding metro and preach how lucky we are to have a clean and reliable system in DC. I would hate to have some of these changes go into effect and not be able to ride as much anymore. In the above questions, I chose 'would not change my travel choices' only because I have no other choice. That's not a good place to be. Also, can we do something about the blatant fare evasion that I see multiple times a day. The new gates and the PR campaign obviously haven't worked. If people actually followed the law and paid their fare, it would help with	Bus Service Rail Service Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Bus Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In one of the wealthiest metropolitan areas in the country, this should not be an issue. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail changes document does not list which stations would close, making it difficult to provide informed feedback. Regardless, this change would be devastating to many riders. Additionally, I am vehemently opposed to fare increases and the metrorail closing at 10pm. I will quite literally never ride metrorail if I have to pay .50 more just to have to take over an hour on the bus to get home past 10pm. While I have the privilege of having a car I could drive instead, so many others do not and would have to spend an unfathomable amount of time commuting at night, increasing stress and decreasing the quality of living. I love riding metro and preach how lucky we are to have a clean and reliable system in DC. I would hate to have some of these changes go into effect and not be able to ride as much anymore. In the above questions, I chose 'would not change my travel choices' only because I have no other choice. That's not a good place to be. Also, can we do something about the blatant fare evasion that I see multiple times a day. The new gates and the PR campaign obviously haven't workel. If people actually followed the law and paid their fare, it would help wit	Bus Service Rail Service Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Bus Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In one of the wealthiest metropolitan areas in the country, this should not be an issue. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut service so much that it become useless to ride. Many of these proposed cuts would make it useless. If have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail changes document does not list which stations would close, making it difficult to provide informed feedback. Regardless, this change would be devastating to many riders. Additionally, I am vehemently opposed to fare increases and the metrorail closing at 10pm. I will quite literally never ride metrorail if have to pay. 50 more just to have to take over an hour on the bus to get home past 10pm. While I have the privilege of having a car I could drive instead, so many others do not and would have to spend an unfathomable amount of time commuting at night, increasing stress and decreasing the quality of living. I love riding metro and preach how lucky we are to have a clean and reliable system in DC. I would hate to have some of these changes go into effect and not be able to ride as much anymore. In the above questions, I chose 'would not change my travel choices' only because I have no other choice. That's not a good place to be. Also, can we do something about the blatant fare evasion that I see multiple times a day. The new gates and the PR campaign obviously haven't worked. If people actually followed the law and paid their fare, it would help with	Bus Service Rail Service Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Bus Service
In my opinion, too much focus on service for routes that are under utilized and less important to the majority of the Metro user population. Focus should be on safety first, then providing reliable service to the routes that routinely have the most paying users. In one of the wealthiest metropolitan areas in the country, this should not be an issue. In order for metro to continue the localities have to prove more money and I am in favor of that. However, metro cannot cut services so much that it become useless to ride. Many of these proposed cuts would make it useless. If I have a choice between driving and riding metro I need you to help me choose metro by providing reasonable service. In order to give informed feedback about metrorail station closure and whether or not I approve, it would need to be made more clear which stations are closing. The proposed metrorail changes document does not list which stations would close, making it difficult to provide informed feedback. Regardless, this change would be devastating to many riders. Additionally, I am vehemently opposed to pay .50 more just to have to take over an hour on the bus to get home past 10pm. While I have the privilege of having a car I could drive instead, so many others do not and would have to spend an unfathomable amount of time commuting at night, increasing stress and decreasing the quality of living. I love riding metro and preach how lucky we are to have a clean and reliable system in DC. I would hate to have some of these changes go into effect and not be able to ride as much anymore. In the above questions, I chose 'would not change my travel choices' only because I have no other choice. That's not a good place to be. Also, can we do something about the blatant fare evasion that I see multiple limes a day. The new gates and the PR campaign obviously haven't worked. If people actually followed the law and paid their fare, it would help with the budget gap. It sucks for the rest of us fare-paying riders. In the future, please extend Metro bus	Bus Service Rail Service Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Bus Service

Comment	Category
Increasing metro fare will only result in more traffic and more pollution from commuters who will	
inevitably resort to personal vehicles rather than metrorail. Keeping the fare the same or decreased will	
actually encourage more commuters to ride metrorail in turn increasing your profit. People cant keep	
spending a third of their paycheck on metrorail parking and fees.	Operating Budget, Management and Spending Service Levels
increasing rates and decreasing service will make you lose customers Increasing the metrorail fares is unethical. This is the opposite of progression. This is weaponized	
incompetence. It?s 2024, WMATA should be working to increase ridership as much as possible to	
reduce reliance on car driving. This means increasing the accessibility of the metro through efforts	
aimed at reducing metrorail fares. Frequent WMATA riders likely don?t have personal vehicles and may	
be facing economic hardship. It would be an absolute disservice to the people in the DMV to increase	
metrorail fares due to the incompetence of WMATA?s leadership to plan and budget accordingly.	
Don?t place the burden on the people who use the Metro rail daily and pay taxes that are going	
towards more reliable and improved public transportation. Don?t be another reason that makes it	
harder for low income folk to operate. Do better WMATA.	Operating Budget, Management and Spending
Inflation hit every other sector. It?s time for the DMV to acknowledge it and raise fares accordingly. Also, the fare gate jumping is still such an aggravating daily ritual. Please keep up the new gates and	
law enforcement.	Fares/Fees/Parking
Is there any way to get more money to you guys?? I?d really love to have both no increases for people	
who can't pay as well as the same service.	Service Levels
Isn?t obvious that we should be pouring public funds into public transit as opposed to subsidizing car	
use? This whole survey is based on seriously flawed logic.	Miscellaneous
It already costs me \$11.40 to get to and from work and \$5+ to park. If it costs more or if I have to wait	
longer I will just drive from now on.	Fares/Fees/Parking
It is absolutely asinine to raise fare rates. Period. The few of us who actually pay our fares currently	
watch 70% of metro riders jump gates and pay zero money. Your missing income is coming from the	
millions of fare skippers. I and everyone else who pays should NEVER be forced to pay higher fare	
increases when we already pay to watch others skip out on their payments. It's your responsibility to use the law enforcement provided to stand guard and press charges against ever single fare skipper.	
When you start 100% enforcement, you'll receive 100% payment on rider fares.	Fares/Fees/Parking
It is appealing to me that one of the few cities in America that has somewhat decent public transit is	n uncarn ecarn unking
looking to cut back service. I understand that moving things around like stopping service that overlaps,	
but we have a crisis of unaffordable transportation. We need metro rail service more often and for	
more hours of the day. If it ran earlier I and others could actually get to the airport for morning flights.	
Instead, expensive taxi/rideshare or if someone has a car they want to park, DCA is \$19 a day. The	
region's transportation issues are because there are too many cars on the road. The proposed changes	
would make traffic worse. We need better connected bus routes that run more often. Why have we	
made it easier for someone to get to DCA than to get to their grocery store? I know in the end it is	
about money and politics, but public transit should be there for everyone. My answers say I have not	
ridden in the last month. That is because I have moved. However these are issues I faces as I lived in the	
DMV and used the metro and bus systems. It is insane that there is not more permanent dedicated funding provided by the jurisdictions that	Bus Service
metro serves. Also real bus arrival times are already a mess, so it?s a toss up if less frequency would	
actually make service feel worse or not.	Bus Service
It may be worth considering rethinking the downtown DC bus network to be more Tangential, that may	
work well with the proposed bus route truncations.	Bus Service
It seems only about half the people even try to use the fare box (and often it is out of service) and the	
drivers don?t care. Perhaps you could invest more in having people on the bus for fare enforcement like	
they do in Europe and Asia. Another option would be figuring out how to do a lump sum transfer from	
employers that pay for transportation- maybe by having the company pay for a monthly pass rather	
employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn?t matter if the fare boxes are broken. Also, I?m	
employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn?t matter if the fare boxes are broken. Also, I?m very concerned about the proposals to eliminate the d2 bus - I ride it frequently and it is often packed,	
employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn?t matter if the fare boxes are broken. Also, I?m very concerned about the proposals to eliminate the d2 bus - I ride it frequently and it is often packed, especially during commute times. By eliminating it, I think a lot more people would drive which would	Pur Gardin
employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, I?m very concerned about the proposals to eliminate the d2 bus - I ride it frequently and it is often packed, especially during commute times. By eliminating it, I think a lot more people would drive which would be awful.	Bus Service
employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn?t matter if the fare boxes are broken. Also, I?m very concerned about the proposals to eliminate the d2 bus - I ride it frequently and it is often packed, especially during commute times. By eliminating it, I think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14.	Bus Service
employers that pay for transportation-maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn?t matter if the fare boxes are broken. Also, I?m very concerned about the proposals to eliminate the d2 bus - I ride it frequently and it is often packed, especially during commute times. By eliminating it, I think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically	Bus Service
employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn?t matter if the fare boxes are broken. Also, I?m very concerned about the proposals to eliminate the d2 bus - I ride it frequently and it is often packed, especially during commute times. By eliminating it, I think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14.	Bus Service
employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, I?m very concerned about the proposals to eliminate the d2 bus - I ride it frequently and it is often packed, especially during commute times. By eliminating it, I think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity,	Bus Service Bus Service
employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, I?m very concerned about the proposals to eliminate the d2 bus - I ride it frequently and it is often packed, especially during commute times. By eliminating it, I think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of	
employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, I?m very concerned about the proposals to eliminate the d2 bus - I ride it frequently and it is often packed, especially during commute times. By eliminating it, I think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would be great to go to flat fare only within the district. The transfer fee is problematic. It would significantly hamper my ability to get to easily get to work if the time between service on the	Bus Service
employers that pay for transportation-maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, I?m very concerned about the proposals to eliminating it, I think a lot more people would drive which would be sepecially during commute times. By eliminating it, I think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would significantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the	Bus Service Fares/Fees/Parking
employers that pay for transportation-maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, I?m very concerned about the proposals to eliminate the d2 bus - I ride it frequently and it is often packed, especially during commute times. By eliminating it, I think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would be great to go to flat fare only within the district. The transfer fee is problematic. It would significantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the G20 bus line is cut.	Bus Service Fares/Faes/Parking Bus Service
employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, 1?m very concerned about the proposals to eliminate the d2 bus - I ride it frequently and it is often packed, especially during commute times. By eliminating it, I think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would be great to go to flat fare only within the district. The transfer fee is problematic. It would significantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the G20 bus line is cut. It?s disappointing that you can?t get a good handle on the fare jumpers and rest of us suffer	Bus Service Fares/Fees/Parking
employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, 1?m very concerned about the proposals to eliminating it, 1 think a lot more people would drive which would be specially during commute times. By eliminating it, 1 think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would be great to go to flat fare only within the district. The transfer fee is problematic. It would significantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the G20 bus line is cut. It's disappointing that you can?t get a good handle on the fare jumpers and rest of us suffer It's hard to expect people to want to use Metro services more, when talk is constantly around cutting	Bus Service Fares/Faes/Parking Bus Service
employers that pay for transportation-maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, 1?m very concerned about the proposals to eliminating it, 1 think a lot more people would drive which would be sepecially during commute times. By eliminating it, 1 think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would significantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the G2D bus line is cut. It's hard to expect people to want to use Metro services more, when talk is constantly around cutting them/making people wait. I understand the challenges of a tri-state public transportation system, but	Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking
employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, 1?m very concerned about the proposals to eliminate the d2 bus - I ride it frequently and it is often packed, especially during commute times. By eliminating it, I think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would be great to go to flat fare only within the district. The transfer fee is problematic. It would be great to go to flat fare only within the district. The transfer fee is problematic. It would significantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the G20 bus line is cut. It's disappointing that you can't get a good handle on the fare jumpers and rest of us suffer It's hard to expect people to want to use Metro services more, when talk is constantly around cutting them/making people wait. I understand the challenges of a tri-state public transportation system, but people in DC appreciate the Metro for what it offers and the more it offers, the more people will use it.	Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking
employers that pay for transportation-maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, 1?m very concerned about the proposals to eliminate the d2 bus - I ride it frequently and it is often packed, especially during commute times. By eliminating it, I think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would be great to go to flat fare only within the district. The transfer fee is problematic. It would significantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the G20 bus line is cut. It's disappointing that you can?t get a good handle on the fare jumpers and rest of us suffer It's hard to expect people to want to use Metro services more, when talk is constantly around cutting them/making people wait. I understand the challenges of a tri-state public transportation system, but people in D cappreciate the Metro for what it offers and the more it offers, the more people will use it. It's hard to understand how metro is spending so much on new infrastructure while contemplating	Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking
employers that pay for transportation-maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, 1?m very concerned about the proposals to eliminating it, 1 think a lot more people would drive which would be specially during commute times. By eliminating it, 1 think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would beginticantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the G20 bus line is cut. It's hard to expect people to want to use Metro services more, when talk is constantly around cutting them/making people wait. I understand the challenges of a tri-state public transportation system, but people in DC appreciate the Metro for what it offers and the more it offers, the more people will use it. It's hard to understand how metro is spending so much on new infrastructure while contemplating cutting service. I understand that some maintenance is perhaps overdue, but it seems odd to say spend	Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking Rail Service
employers that pay for transportation-maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, 1?m very concerned about the proposals to eliminate the d2 bus - I ride it frequently and it is often packed, especially during commute times. By eliminating it, I think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would be great to go to flat fare only within the district. The transfer fee is problematic. It would significantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the G20 bus line is cut. It's disappointing that you can?t get a good handle on the fare jumpers and rest of us suffer It's hard to expect people to want to use Metro services more, when talk is constantly around cutting them/making people wait. I understand the challenges of a tri-state public transportation system, but people in D cappreciate the Metro for what it offers and the more it offers, the more people will use it. It's hard to understand how metro is spending so much on new infrastructure while contemplating	Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking
employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, 1?m very concerned about the proposals to eliminating it, 1 think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would significantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the G20 bus line is cut. It?s disappointing that you can?t get a good handle on the fare jumpers and rest of us suffer It's hard to expect people to want to use Metro services more, when talk is constantly around cutting them/making people wait. I understand the challenges of a tri-state public transportation system, but people in DC appreciate the Metro for what it offers and the more it offers, the more people will use it. It's hard to understand that some maintenance is perhaps overdue, but it seems odd to say spend a lot of money refurbishing stations while planning on entirely closing some.	Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking Rail Service
employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, 1?m very concerned about the proposals to eliminate the d2 bus - I ride it frequently and it soften packed, especially during commute times. By eliminating it, I think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would be great to go to flat fare only within the district. The transfer fee is problematic. It would significantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the G20 bus line is cut. It?s disappointing that you can?t get a good handle on the fare jumpers and rest of us suffer It's hard to expect people to want to use Metro services more, when talk is constantly around cutting them/making people wait. I understand the challenges of a tri-state public transportation system, but people in D cappreciate the Metro for what it offers and the more it offers, the more people will use it. It's hard to understand how metro is spending so much on new infrastructure while contemplating cutting service. I understand that some maintenance is perhaps overdue, but it seems odd to say spend a lot of money refurbishing stations while planning on entirely closing some. Just like how WMATA commercializes everything else thad important and needs to be adhered to . The	Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking Rail Service
employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, 1?m very concerned about the proposals to eliminating it, 1 think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would be great to go to flat fare only within the district. The transfer fee is problematic. It would be great to go to flat fare only within the district. The transfer fee is problematic. It would significantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the G20 bus line is cut. It?s disappointing that you can?t get a good handle on the fare jumpers and rest of us suffer It's hard to expect people to want to use Metro services more, when talk is constantly around cutting them/making people wait. I understand the challenges of a tri-state public transportation system, but people in DC appreciate the Metro for what it offers and the more it offers, the more people will use it. It's hard to understand how metro is spending so much on new infrastructure while contemplating cutting service. I understand the some maintenance is perhaps overdue, but it seems odd to say spend a lot of money refurbishing stations while planning on entirely closing some. Just like how WMATA commercializes everything else thad important and needs to be adhered to . The same should go for fare enfor	Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking Rail Service
employers that pay for transportation-maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, 1?m very concerned about the proposals to eliminate the d2 bus - I ride it frequently and it is often packed, especially during commute times. By eliminating it, I think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would be great to go to flat fare only within the district. The transfer fee is problematic. It would significantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the G20 bus line is cut. It's disappointing that you can?t get a good handle on the fare jumpers and rest of us suffer It's hard to expect people to want to use Metro services more, when talk is constantly around cutting them/making people wait. I understand the challenges of a tri-state public transportation system, but people in D cappreciate the Metro for what it offers and the more it offers, the more people will use it. It's hard to understand how metro is spending so much on new infrastructure while contemplating cutting service. I understand that some maintenance is perhaps overdue, but it seems odd to say spend a lot of money refurbishing stations while planning on entirely closing some. Just like how WMATA commercializes everything else thad important and needs to be adhered to . The same should go for fa	Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking Rail Service Operating Budget, Management and Spending Bus Service
employers that pay for transportation-maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, 1?m very concerned about the proposals to eliminating it, 1 think a lot more people would drive which would be specially during commute times. By eliminating it, 1 think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would be great to go to flat fare only within the district. The transfer fee is problematic. It would significantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the G20 bus line is cut. It's hard to expect people to want to use Metro services more, when talk is constantly around cutting them/making people wait. I understand the challenges of a tri-state public transportation system, but people in DC appreciate the Metro for what it offers and the more infrastructure while contemplating cutting service. I understand that some maintenance is perhaps overdue, but it seems odd to say spend a lot of money refurbishing stations while planning on entirely closing some. Just like how WMATA commercializes everything else thad important and needs to be adhered to . The same should go for fare enforcement. Showcase how people are not paying the fare on Camera and detail what the shortfall affects. Maintenance , repairs, system improvements.Beautifying this GREAT city. Demonstrating	Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking Rail Service Operating Budget, Management and Spending Bus Service Bus Service
employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, 1?m very concerned about the proposals to eliminating it, 1 think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would be great to go to flat fare only within the district. The transfer fee is problematic. It would significantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the G20 bus line is cut. It?s disappointing that you can?t get a good handle on the fare jumpers and rest of us suffer It's hard to expect people to want to use Metro services more, when talk is constantly around cutting them/making people wail. I understand the challenges of a tri-state public transportation system, but people in DC appreciate the Metro for what it offers and the more it offers, the more people will use it. It's hard to understand how metro is spending so much on new infrastructure while contemplating cutting service. I understand that some maintenance is perhaps overdue, but it seen of camera and lat of money refurbishing stations while planning on entirely closing some. Just like how WMATA commercializes everything else thad important and needs to be adhered to . The same should go for fare enforcement. Showcase how people are not paying the fare on Camera and detail what the shortfall affects.	Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking Rail Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service
employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, 1?m very concerned about the proposals to eliminating it, 1 think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would be great to go to flat fare only within the district. The transfer fee is problematic. It would significantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the G20 bus line is cut. It?s disappointing that you can?t get a good handle on the fare jumpers and rest of us suffer It's hard to understand how metro is spending so much on new infrastructure while contemplating them/making people wait. I understand the challenges of a tri-state public transportation system, but people in DC appreciate the Metro for what it offers and the more it offers, the more people will use it. It's hard to understand how metro is spending so much on new infrastructure while contemplating cutting service. I understand the zomence is perhaps overdue, but it seems odd to say spend a lot of money refurbishing stations while planning on entirely closing some. Just like how WMATA commercializes everything else thad important and needs to be adhered to . The same should go for fare enforcement. Showcase how people are not paying the fare on Camera and detail what the shortfall affects. Maintenanc	Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking Rail Service Operating Budget, Management and Spending Uperating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, 1?m very concerned about the proposals to eliminating it, 1 think a lot more people would drive which would be exeful, during commute times. By eliminating it, 1 think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would be great to go to flat fare only within the district. The transfer fee is problematic. It would significantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the G20 bus line is cut. It?s disappointing that you can?t get a good handle on the fare jumpers and rest of us suffer It's hard to expect people to want to use Metro services more, when talk is constantly around cutting them/making people wait. I understand the challenges of a tri-state public transportation system, but people in DC appreciate the Metro for what it offers and the more it offers, the more people will use it. It's hard to understand how metro is spending so much on new infrastructure while contemplating cutting service. I understand that some maintenance is perhaps overdue, but it seems odd to say spend a lot of money refurbishing stations while planning on entirely closing some. Just like how WMATA commercializes everything else thad important and needs to be adhered to . The same should go for far	Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking Rail Service Operating Budget, Management and Spending Uperating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
employers that pay for transportation-maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, 1?m very concerned about the proposals to eliminating it, 1 think a lot more people would drive which would be specially during commute times. By eliminating it, 1 think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to si on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would be great to go to flat fare only within the district. The transfer fee is problematic. It would significantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the G20 bus line is cut. It's hard to expect people to want to use Metro services more, when talk is constantly around cutting them/making people wait. I understand the challenges of a tri-state public transportation system, but people in DC appreciate the Metro for what it offers and the more infors, the more people will use it. It's hard to understand how metro is spending so much on new infrastructure while contemplating cutting service. I understand that some maintenance is perhaps overdue, but it seems odd to say spend a lot of money refurbishing stations while planning on entirely closing some. Just like how WMATA commercializes everything else thad important and needs to be adhered to . The same should go for fare enforcement. Showcase how people are not paying the fare on Camera and detail what the shortfal	Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking Rail Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Rail Servic
employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, 1?m very concerned about the proposals to eliminate the d2 bus - I ride it frequently and it is often packed, especially during commute times. By eliminating it, I think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would be great to go to flat fare only within the district. The transfer fee is problematic. It would significantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the G20 bus line is cut. It?s disappointing that you can?t get a good handle on the fare jumpers and rest of us suffer It's hard to expect people to want to use Metro services more, when talk is constantly around cutting them/making people wait. I understand the challenges of a tri-state public transportation system, but people in DC appreciate the Metro for what it offers and the more it offers, the more people will use it. It's hard to understand how metro is spending so much on new infrastructure while contemplating cutting service. I understand that some maintenance is perhaps overdue, but it seems odd to say spend a lot of money refurbishing stations while planning on entirely closing some. Just like how WMATA commercializes everything else thad important and needs to be adhered to . The same should go for f	Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking Rail Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, 1?m very concerned about the proposals to eliminate the d2 bus - I ride it frequently and it is often packed, especially during commute times. By eliminating it, I think a lot more people would drive which would be avful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would be great to go to flat fare only within the district. The transfer fee is problematic. It would significantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the G20 bus line is cut. It?s disappointing that you can?t get a good handle on the fare jumpers and rest of us suffer It's hard to expect people to want to use Metro services more, when talk is constantly around cutting them/making people wait. I understand the challenges of a tri-state public transportation system, but people in DC appreciate the Metro for what it offers and the more it offers, the more people will use it. It's hard to understand how metro is spending so much on new infrastructure while contemplating cutting service. I understand that some maintenance is perhaps overdue, but it seems odd to say spend a lot of money refurbishing stations while planning on entirely closing some. Just like how WMATA commercializes everything else thad important and needs to be adhered to . The same should go for f	Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking Rail Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Rail Servic
employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, 1?m very concerned about the proposals to eliminate the d2 bus - I ride it frequently and it is often packed, especially during commute times. By eliminating it, I think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would be great to go to flat fare only within the district. The transfer fee is problematic. It would significantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the G20 bus line is cut. It?s disappointing that you can?t get a good handle on the fare jumpers and rest of us suffer It's hard to understand how metro is spending so much on new infrastructure while contemplating them/making people wait. I understand the challenges of a tri-state public transportation system, but people in D cappreciate the Metro for what it offers and the more it offers, the more people will use it. It's hard to understand how metro is spending so much on new infrastructure while contemplating cutting service. I understand that some maintenance is perhaps overdue, but it seems odd to say spend a lot of money refurbishing stations while planning on entirely closing some. Just like how WMATA commercializes everything else thad important and needs to be adhered to . The same should go for fare en	Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking Rail Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime
employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, 1?m very concerned about the proposals to eliminate the d2 bus - I ride it frequently and it is often packed, especially during commute times. By eliminating it, I think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to si ton 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would be great to go to flat fare only within the district. The transfer fee is problematic. It would significantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the G20 bus line is cut. It?s disappointing that you can?t get a good handle on the fare jumpers and rest of us suffer It's hard to understand how metro is spending so much on new infrastructure while contemplating cutting service. I understand the challenges of a tri-state public transportation system, but people in DC appreciate the Metro for what it offers and the more it offers, the more people will use it. It's hard to understand how metro is spending so much on new infrastructure while contemplating cutting service. I understand the langence is prospene. Just like how WMATA commercializes everything else thad important and needs to be adhered to . The same should go for fare enforcement. Showcase how people are not paying the fare on Camera and detail what the shortfall affects. Maintenance ,repairs, system	Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking Rail Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Bus Service Rail Service Fare Evasion/Safety/Crime Rail Service Rail Service Coperating Budget, Management and Spending
employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, 1?m very concerned about the proposals to eliminating it, 1 think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would be great to go to flat fare only within the district. The transfer fee is problematic. It would be great to go to flat fare only within the district. The transfer fee is problematic. It would significantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the G20 bus line is cut. It?s disappointing that you can?t get a good handle on the fare jumpers and rest of us suffer It's hard to expect people to want to use Metro services more, when talk is constantly around cutting them/making people wait. I understand the challenges of a tri-state public transportation system, but just like how WMATA commercializes everything else thad important and needs to be adhered to . The same should go for fare enforcement. Showcase how people are not paying the fare on Camera and detail what the shortfall affects. Maintenance, repairs, system improvements. Beautifying this GREAT city. Demonstrating Pride of the Capitol of the United States. Right now more than half people that ride metro bus ride free for EXPERT service. Keep the routes Keep the routes Keep the ro. L2 need more bases in th	Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking Rail Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Bus Service Rail Service
employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, 1?m very concerned about the proposals to eliminating it, 1 think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would be great to go to flat fare only within the district. The transfer fee is problematic. It would significantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the G20 bus line is cut. It?s disappointing that you can?t get a good handle on the fare jumpers and rest of us suffer It's hard to expect people to want to use Metro services more, when talk is constantly around cutting them/making people wait. I understand the challenges of a tri-state public transportation system, but people in DC appreciate the Metro for what it offers and the more it offers, the more people will use it. It's hard to understand how metro is spending so much on new infrastructure while contemplating cutting service. I understand that some maintenance is perhaps overdue, but it seems odd to say spend a lot of money refurbishing stations while planning on entirely closing some. Just like how WMATA commercializes everything else thad important and needs to be adhered to . The same should go for fare enforcement. Showcase how people are not paying the fare on Camera and letail what the shortfall aff	Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking Rail Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Bus Service Rail Service Fare Evasion/Safety/Crime Rail Service Fare Evasion/Safety/Crime Rail Service Coperating Budget, Management and Spending
employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, 1?m very concerned about the proposals to eliminating it, 1 think a lot more people would drive which would be awful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would be great to go to flat fare only within the district. The transfer fee is problematic. It would be great to go to flat fare only within the district. The transfer fee is problematic. It would significantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the G20 bus line is cut. It?s disappointing that you can?t get a good handle on the fare jumpers and rest of us suffer It's hard to expect people to want to use Metro services more, when talk is constantly around cutting them/making people wait. I understand the challenges of a tri-state public transportation system, but people in DC appreciate the Metro for what it offers and the more it offers, the more people will use it. It's hard to understand how metro is spending so much on new infrastructure while contemplating cutting service. I understand the some maintenance is perhaps overdue, but it seems odd to say spend a lot of money refurbishing stations while planning on entirely closing some. Just like how WMATA commercializes everything else thad important and needs to be adhered to . The same should go for fare enfor	Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking Rail Service Operating Budget, Management and Spending Bus Service Bail Service Fare Evasion/Safety/Crime Rail Service Qperating Budget, Management and Spending Miscellaneous Miscellaneous
employers that pay for transportation- maybe by having the company pay for a monthly pass rather than loading a sum onto the card. That way it doesn't matter if the fare boxes are broken. Also, 1?m very concerned about the proposals to eliminating it, 1 think a lot more people would drive which would be avful. It will be cheaper and faster for me to drive all the way downtown. I can park in my building for \$14. Your proposal tells me it will cost me \$25 to take commuter bus, whose service is also being drastically cut, and metro. I can't risk being stuck in metro due to broken doors, signal problems, police activity, etc., and then miss my commuter bus home. I'd prefer to sit on 270 or the beltway in the comfort of my own vehicle no matter how bad the traffic. After 20+ years of this crap, I'm done!! It would be great to go to flat fare only within the district. The transfer fee is problematic. It would significantly hamper my ability to get to easily get to work if the time between service on the metro is increased. Additionally, it would be very difficult to get over to certain parts of the city if the G20 bus line is cut. It?s disappointing that you can?t get a good handle on the fare jumpers and rest of us suffer It's hard to expect people to want to use Metro services more, when talk is constantly around cutting them/making people wait. I understand the challenges of a tri-state public transportation system, but people in DC appreciate the Metro for what it offers and the more it offers, the more people will use it. It's hard to understand how metro is spending so much on new infrastructure while contemplating cutting service. I understand that some maintenance is perhaps overdue, but it seems odd to say spend a lot of money refurbishing stations while planning on entirely closing some. Just like how WMATA commercializes everything else thad important and needs to be adhered to . The same should go for fare enforcement. Showcase how people are not paying the fare on Camera and letail what the shortfall aff	Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking Rail Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Rail Serv

Comment	Category
Many of the proposed bus line cuts will affect DCPS students enormouslythe 42/43 for SWW; the D2,	
G2, and D6 for Duke Ellington and Hardy, etc. This will make it MUCH harder for kids to get to school	
and may even affect enrollments.	Bus Service
Many people at my job and in the neighborhood ride the 74. I do not see how cutting the 74 route is	
logical. V ST SW + 1ST ST SW is far away from any main road. I have seen small children, elderly, and	
handicapped people ride the 74.	Bus Service
Many people receive metro subsidies through work, so many would not mind fare increases. For those	
who can?t afford increased fare, there should be a means-tested way of securing discounted fares for	
them.	Fares/Fees/Parking
Maryland service is already slow and not dependable cutting service will make it harder than already is	Service Levels
Mass public transit must be a priority moving forward. In a time when concern over carbon emissions is	
at an all time high, metro should be at the forefront of increasing bus and rail service, making it as easy	
as possible to take public transit across the Washington metropolitan region. Metro should be keeping	
fares low in order to encourage new riders and existing riders to take metro, with an ultimate goal of	
eliminating fares. As the situation stands, new riders are being discouraged, while fare hikes and service	
cuts are causing current riders to aspire to car ownership. These steps backward are happening in a key	Bus Service
timeframe when metro should be expanding ridership like never before.	Bus Service
Mass transit should not be funded by fares at all, the participating governments should fund mass	Farm (Farm (Darking
transit out of taxes, just as they do for road building and maintenance. It seems to me that the Users of the Metro Bus feel, calm to know that we can use this means of	Fares/Fees/Parking
transport.	Bus Service
Metro Access at times do not care about the disability, who uses this service, the operators are rude,	Bus Service
and I was stranded at my location for pickup three occasions, not good for the disabled.	MetroAccess
Metro Access Service is an invaluable service for people with disabilities who have no other	Net OACCESS
transportation alternatives that will allow them to travel to and from work, medical appointments, and	
other places safely. Since using Metrobus/Rail poses significant challenges for those with disabilities, it's	
imperative that WMATA consider less disruptive options for the most vulnerable populations.	Bus Service
migerative that while the consider less disruptive options for the most valifierable populations.	
budget I don?t know if anyone other than an intern reads these surveys, but my experience is that	
government asks for public input after decisions have been made. I hope that?s not the case here.	
From the outside looking in, it seems every few years Metro talks about ?unprecedented deficits? and	
?modernizing? the system. Why can?t you fix it already? You need to make the public budget, the	
revised public budget documents, or whatever, understandable by your grandmother. For example,	
why did you make the comparison of the two service maps using a very pale grey border to show your	
changes and thus so difficult to see??? And why didn?t you explain to the public what?s the meaning	
of: ?Service delivery awarded by zone reducing providers from four to one or two. Re-launch non-	
dedicated service through micro-zone allocation.? My instincts tell me that reducing anything to ?one?	
is not good. And how are you making decisions without explaining how many ?people? will be	
impacted? No to MetroAccess Ridesharing: ridesharing just because someone is handicapped, and poor	
is not appropriate. Would Warren Buffet rideshare? However, taxi service vs metro access vehicles	
should be appropriate. Just leave MetroAccess alone. These are the most vulnerable people you serve.	
Provide the service. Shame on you for even considering any reductions/changes. No to a reduction in	
practical matters such as security, cleanliness, or human support when technology fails However,	
technology must be current especially if there is a catastrophic event Are you taking into consideration	
redundancy if one system/location goes down and there is no backup just because you wanted to save	
money? Get 134,400 business (13 Fortune 500 headquarters) to subsidize if they actually want their	
employees in-office and less teleworking ? which I suspect, in part, is the explanation of reduced	
ridership since Covid. Corporations whine about getting employees back into the office. They can just	
make it easier for employee transportation by helping achieve all the improvements to the metro	
system. If they want employees back, then they should help pay for it. Or is Metro afraid of the	
corporatists? lobbyists? Do this in DC and get your regional partners to do the same. In locations where	
buses are few and far between (set your own time limit), you need to provide low-maintenance	
benches. You never seem to think of the disabled or handicapped. Why don?t you show a comparison	
of the costs to contract out, versus bringing work in-house. Why take the risk of being gouged?	
Everyone knows business want to be close to MetroRail, why don?t you have a program that the real	
estate owners and businesses who want to locate near to you are required to pay you a fee ? at least	Operating Budget, Management and Spending
metro access/paratransit is a good idea but evry time I've used it, there are delays, no shows, I get to	
medical appointments late even with allowing extra time. I've found it very unreliable	MetroAccess
Metro authorities should prioritize reviewing their management and spending practices to optimize	
efficiency and cut costs. The lack of assistance from station employees and instances of fare evasion	
indicate systemic issues. Addressing these concerns requires reducing unnecessary expenditures and	
staff, ensuring resources are allocated effectively, and improving employee accountability to enhance	
service quality. Additionally, before considering fare increases or seeking additional funding, it's	
essential to demonstrate responsible financial stewardship and address existing operational	
shortcomings.	Operating Budget, Management and Spending
Metro Bus is very reliable and pleasant as a user I am satisfied with the service, with respect to the	
decrease in buses I would only like to be published in advance to the moment they make decisions so	
as not to affect any user, I return and repeat very satisfied with their service!!	Bus Service
Metro should teach people to pay the rate, not charge such a expensive rate so that people can buy	
their tickets. They are too many people who pass without paying and that is what affects the budget. In	
many stations there is no control and people are already customary not to pay, travel for free and also	
damage trains, buses, leave garbage, this also disappoints when using the service.	Operating Budget, Management and Spending
Metro does not need to decrease service or eliminate certain bus routes. This will affect workers,	
college students, other students and disabled people. Fare prices should not increase, unless metro	
plans on providing 24/7 service on buses and rail lines.	Bus Service
Metro is an essential resource that should be funded to its full capacity. Thank you for your efforts to	
collect comments and do serve the people of the DMV!	Rail Service
Metro is becoming too expensive to use on a normal basis. Its the same time/cost that it takes to drive	
into DC for work. If I had to pick, I would take my car, as I do not receive any subsidy from my	
employer. I understand that ALL public transit service across the nation ALWAYS run in the RED, but	
other cities/COUNTRIES do not look to reduce services or increase fares. In fact, many do not have a	
fare adjustment scale of prices depending on travel and instead just have one basic fee for usership. I	
would prefer a static user fee for riding the metro for one stop, or 15 stops, regardless of the distance.	
It is truly a shame that I will not look to take the metro in the future, as I enjoy the experience and	
hassle free ride. I have always raved about the DC metro and how great it is. I am afraid that I will not	
hassle free ride. I have always raved about the DC metro and how great it is. I am afraid that I will not consider this a great alternative for myself and/or visiting friends/individuals.	Fares/Fees/Parking
	Fares/Fees/Parking
consider this a great alternative for myself and/or visiting friends/individuals.	
consider this a great alternative for myself and/or visiting friends/individuals. Metro is doing a great job every day however without budget how can they provide better services.	

Comment	Category
Metro is essential to Ward 8. It is how my family travel around the DMV. Increased fares should keep	
the current status of our public transportation. Budget cuts would keep me from providing a range of historic adventures for my grandchildren. Going downtown to the museum are lessons best taught on	
person. Being a handicap person this is how I travel. I fo not drive anymore and none of my friends and	
family suited for my chair to travel in. Access to restaurants, historic figures, and parades. There are	
farms and wine vineyards to visit.	Operating Budget, Management and Spending
Metro is one of my favorite parts of DC. I think it?s important to continue to grow the metro system	
rather than cut the budget.	Operating Budget, Management and Spending
Metro is proposing cut service on the side of town where a lot of new developments are being built. I	
have lived all my life and plan to stay. I depend on public transportation with my fellow neighbors to	
get around the metropolitan areas. Please think about cuts especially when you are not affected	Dell Convine
because you drive. Thank you Metro is very important to the area and it is critical to quality of life.	Rail Service Rail Service
Metro is very important to the area and it is critical to quanty of me.	Rail Service
Metro Must demand that Jurisdictions be accountable for paying their fare share	Fares/Fees/Parking
Metro needs more funding. It is the lifeblood of the community and greater DMV area. People depend	
on it.	Capital Budget
Metro needs to be fully funded. Our politicians should not be ok with not funding Metro, and beginning	
a death spiral for public transit. WMATA has shows they can improve the system, and have done	
wonders with Randy Clark in charge. Fully fund Metro and let them continue to improve, bringing in	Constant
more ridership. Metro needs to have officers at the fare gates and ticket evaders instead of spending money for new	Capital Budget
gates that aren't fully effective. Also Smarttrip readers on busses don't work for the people that try to	
use them, and many people don't pay on the buses either.	Bus Service
Metro needs to make sure that passengers pay for their service. It seems that 90 percent of passengers	
are not paying fare whenever I used it.	Fares/Fees/Parking
Metro needs to take a look at cutting some of the senior positions salaries like the CEO and old GM and	
how much they are paying them. Don't go after the people who move the city and think it won't affect	
the whole system.	Rail Service
Metro provides fantastic bus and rail service in DC - and in the surrounding region that eases car traffic for those commuting to work and meets the needs of its low-income residents for travel to work	
as well as makes DC an attractive tourist location that a is very easy to navigate. Our local economy	
depends on this service. Cuts in this service will further problems with return to downtown offices and	
keeping our teams and other attractions downtown. Higher fares with support for low-income riders is	
a preferred option.	Bus Service
Metro service bus & train is my only way to and from work . I do not drive due to medical conditions.	Bus Service
Metro service is already pretty slow, expensive, and unreliable. I take it to commute and when possible,	
but the wait times and early closing are reasons it's no longer an automatic choice. If the service gets	
worse, I will probably just stay closer to home when possible and work from home a lot more.	Bus Service
Metro should enforce fare collection controls. Way too many jump the gates and don?t pay. Please	
invest more people towards this. Metro should have a set amount of funding it receives from the tri-state region and the federal	Fares/Fees/Parking
government. Ridership should increase if they lobby. for people to work in person.	Capital Budget
Metro should prioritize maintaining and expanding service in jurisdictions that meet their funding	
Iobligations to WMATA. You all are doing a great job, and I hope we can keep this service level! It allows	
obligations to WMATA. You all are doing a great job, and I hope we can keep this service level! It allows me to live in a zero-car household in DC, which would not be possible with inferior service.	Capital Budget
	Capital Budget
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean	Capital Budget
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from	
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay.	Capital Budget Bus Service
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro	
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay.	
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro T don't know why no one there can properly read the room. I rarely take Metro anymore- and it's not totally about the rates, but let's start there. It's simply stupid that Metro constantly	
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro I don't know why no one there can properly read the room. I rarely take Metro anymore- and it's not totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before	
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don't pay. Metro I don't know why no one there can properly read the room. I rarely take Metro anymore- and it's not totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the \$2 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then.	
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro Toon't know why no one there can properly read the room. I rarely take Metro anymore- and it's not totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the \$2 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose	
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro T don't know why no one there can properly read the room. I rarely take Metro anymore- and it's not totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the \$2 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will	
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro into totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the \$2 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will eventually pony up more money. And then there's the legacy of lies. For example, when SmarTrip was	
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don't pay. Metro 1 don't know why no one there can properly read the room. I rarely take Metro anymore- and it's not totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the 52 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the justicitons will introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc., etc. None of that	
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro I don't know why no one there can properly read the room. I rarely take Metro anymore- and it's not totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the \$2 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not s2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will eventually pony up more money. And then there's the legacy of lies. For example, when SmarTrip was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc., etc. None of that lasted very long. The 2-hour transfer window is especially annoying when trains and some bus routes	
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro T for know why no one there can properly read the room. I rarely take Metro anymore- and it's not totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the \$2 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will eventually pony up more money. And then there's the legacy of lies. For example, when SmarTrip was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc., Run of that lasted very long. The 2-hour transfer window is especially annoying when trains and some bus routes (eg the R4) are constantly off-schedule and can easily add another hour to transit time; in 'the old days'	
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro I don't know why no one there can properly read the room. I rarely take Metro anymore- and it's not totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the \$2 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not s2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will eventually pony up more money. And then there's the legacy of lies. For example, when SmarTrip was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc., etc. None of that lasted very long. The 2-hour transfer window is especially annoying when trains and some bus routes	
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro 1 don't know why no one there can properly read the room. I rarely take Metro anymore- and it's not totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the \$2 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could ve been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will leventually pony up more money. And then there's the legacy of lies. For example, when SmarTrip was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc., etc. None of that lasted very long. The 2-hour transfer window is especially annoying when trans and some bus routes (eg the R4) are constantly off-schedule and can easily add another hour to transit time; in 'the old days' the drivers could address this when they knew they were late, but the SmarTrip system just throws a	
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the \$2 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will eventually pony up more money. And then there's the legacy of lies. For example, when SmarTrip was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc., etc. None of that lasted very long. The 2-hour transfer window is especially annoying when trains and some bus routes (eg the R4) are constantly off-schedule and can easily add another hour to transit time; in 'the old days' the drivers could address this when they knew they were late, but the SmarTirp system just throws a big middle finger. And that's another thing I don't understand: With all of this technology and GPS, etc.,	
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro 1 don't know why no one there can properly read the room. I rarely take Metro anymore- and it's not totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the 52 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will leventually pony up more money. And then there's the legacy of lies. For example, when SmarTrip was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc., etc. None of that lasted very long. The 2-hour transfer window is especially annoying when trans and some bus routes (eg the R4) are constantly off-schedule and can easily add another hour to transit time; in 'the old days' the drivers could address this when they knew they were late, but the SmarTrip system just throws a big middle finger. And that's another thing I don't understand: With all of this technology and GPS, etc., why doesn't the system know when it's behind and automatically deal with me having to overpay due to yover operational inefficincies? You want to invest in somet	
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro I totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the 52 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will eventually pony up more money. And then there's the legacy of lies. For example, when SmarTrip was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc., etc. None of that lasted very long. The 2-hour transfer window is especially annoying when trains and some bus routes (eg the R4) are constantly off-schedule and can easily add another hour to transit time; in 'the old days' the drivers could address this when they knew they were late, but the SmarTrip system just throws a big middle finger. And that's another thing I don't understand: With all of this technology and GPS, etc, why doesn't the system know when it's behind and automatically deal with me having to overpay due to your operational inefficiencies? You want to invest in something that 'll support? Invest in that. Not in crap like the purple line. Yes, the purple line will	
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro I don't know why no one there can properly read the room. I rarely take Metro anymore- and it's not totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the \$2 weekend fare; now, they're threatening to undo all of that. Did no one three do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will eventually pony up more money. And then there's the legacy of lies. For example, when SmarTrip was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc., etc. None of that lasted very long. The 2-hour transfer window is especially annoying when trains and some bus routes (eg the R4) are constantly off-schedule and can easily add another hour to transit time; in 'the old days' the drivers could address this when they knew they were late, but the SmarTrip system just throws a big middle finger. And that's another thing I don't understand: With all of this technology and GPS, etc., why doesn't the system know when it's behind and automatically deal with me having to overpay due to your operational inefficiencies? You want to invest in some	
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don't pay. Metro I don't know why no one there can properly read the room. I rarely take Metro anymore- and it's not totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the \$2 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will eventually pony up more money. And then there's the legacy of lies. For example, when SmarTrip was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc, etc. None of that lasted very long. The 2-hour transfer window is especially annoying when trains and some bus routes (eg the R4) are constantly off-schedule and can easily add another hour to transit time; in 'the old asy' the drivers could address this when they knew they were late, but the SmarTrip system just throws a big middle finger. And that's another thing I don't understand: With all of this technology and GPS, etc., why doesn't the system know when it's behind and automatically deal with me having to overpay due to your operational inefficiencies? You want to invest in somethi	
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro 1 don't know why no one there can properly read the room. I rarely take Metro anymore- and it's not totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the 52 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will lasted very long. The 2-hour transfer windows, 1 ride debit allowance, etc, etc. None of that lasted very long. The 2-hour transfer windows, 1 ride debit allowance, etc, who of was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc, who or dya's the drivers could address this when they knew they were late, but the SmarTrip system just throws a big middle finger. And that's another thing I don't understand: With all of this technology and GPS, etc, why doesn't the system know when it's behind and automatically deal with me having to overpay due to your operational inefficiencies? You want to invest in something that I'll support? Invest in that. Not in crap like the purple line. Yes, the purple line will initially be funded by jurisdict	Bus Service
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don't pay. Metro I don't know why no one there can properly read the room. I rarely take Metro anymore- and it's not totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the \$2 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will eventually pony up more money. And then there's the legacy of lies. For example, when SmarTrip was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc, etc. None of that lasted very long. The 2-hour transfer window is especially annoying when trains and some bus routes (eg the R4) are constantly off-schedule and can easily add another hour to transit time; in 'the old asy' the drivers could address this when they knew they were late, but the SmarTrip system just throws a big middle finger. And that's another thing I don't understand: With all of this technology and GPS, etc., why doesn't the system know when it's behind and automatically deal with me having to overpay due to your operational inefficiencies? You want to invest in somethi	
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro I totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the \$2 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not solt \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will eventually pony up more money. And then there's the legacy of lies. For example, when SmarTrip was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc., etc. None of that lasted very long. The 2-hour transfer window is especially annoying when trains and some bus routes (eg the R4) are constantly off-schedule and can easily add another hour to transit time; in 'the old days' the drivers could address this when they knew they were late, but the SmarTrip system just throws a big middle finger. And that's another thing I don't understand: With all of this technology and GFS, etc, why doesn't the system know when it's behind and automatically deal with me having to overpay due to your operational inefficiencies? You want to invest in something that 'll support? Invest in that. Not in crap like the purple line. Yes, the purple line will initially	Bus Service Operating Budget, Management and Spending
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro 1001 Too' know why no one there can properly read the room. I rarely take Metro anymore- and it's not totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the \$2 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will eventually pony up more money. And then there's the legacy of lies. For example, when SmarTrip was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc, etc. None of that lasted very long. The 2-hour transfer window is especially annoying when thar is and some bus routes (seg the R4) are constantly off-schedule and can easily add another hour to transit time; in 'the old dayd' the drivers could address this when they knew they were late, but the SmarTrip system just throws a big middle finger. And that's another thing I don't understand: With all of this technology and GPS, etc, why doesn't the system know when it's behind and automatically deal with me having to overpay due to your operational inefficiencies? You want to invest in som	Bus Service Operating Budget, Management and Spending
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don't pay. Metro I I don't know why no one there can properly read the room. I rarely take Metro anymore- and it's not totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the \$2 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: if it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will eventually pony up more money. And then there's the legacy of lies. For example, when SmarTrip was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc, etc. None of that lasted very long. The 2-hour transfer window is especially annoying when trains and some bus routes (eg the R4) are constantly off-schedule and can easily add another hour to transit time; in 'the old days' the drivers could address this when they knew they were late, but the SmarTrip system just throws a big middle finger. And that's another thing I don't understand: With all of this technology and GPS, etc, why doesn't the system know when it's behind and automatically deal with me having to overpay due to your operational inefficiencies? You want to invest in somet	Bus Service Operating Budget, Management and Spending
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro do they don?t pay. Metro do to totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the \$2 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will eventually pony up more money. And then there's the legacy of lies. For example, when SmarTrip was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc, etc. None of that lasted very long. The 2-hour transfer window is especially annoying when trains and some bus routes (seg the R4) are constantly off-schedule and can easily add another hour to transit time; in 'the old dayd' the drivers could address this when they knew they were late, but the SmarTrip system just throws a big middle finger. And that's another thing I don't understand: With all of this technology and GPS, etc, why doesn't the system know when it's behind and automatically dedal with me having to overpay due to your operational inefficiencies? You want to invest in something that I'll support? Invest in that. Not in crap like the purple	Bus Service Operating Budget, Management and Spending Rail Service
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro 1 don't know why no one there can properly read the room. I rarely take Metro anymore- and it's not totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the 52 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jursdictions will lasted very long. The 2-hour transfer windows, 1 ride debit allowance, etc, etc. None of that lasted very long. The 2-hour transfer windows, 1 ride debit allowance, etc, etc. None of that lasted very long. The 2-hour transfer window is especially annoying when trans and some bus routes (g the R4) are constantly off-schedule and can easily add another hour to transit time; in 'the old days' the drivers could address this when they knew they were late, but the SmarTrip system just throws a big middle finger. And that's another thing I don't understand: With all of this technology and GPS, etc, why doesn't the system know when it's behind and automatically deal with me having to overpay due to your operational inefficiencies? You want to invest in something that 'll sup	Bus Service Operating Budget, Management and Spending
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro Totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the 52 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will eventually pony up more money. And then there's the legacy of lies. For example, when SmarTrip was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc. Hou of that lasted very long. The 2-hour transfer window is especially annoying when trains and some bus routes (eg the R4) are constantly off-schedule and can easily add another hour to transit time; in 'the ol days' the drivers could address this when they knew they were late, but the SmarTrip system just throws a big middle finger. And that's another thing I don't understand: With all of this technology and GPS, etc, why doesn't the system know when it's behind and automatically deal with me having to overpay due to your operational inefficiencies? You want to invest in something that 'll support? Invest in that. Not in crap like the purple line. Weters to cut service. I intentional	Bus Service Operating Budget, Management and Spending Rail Service
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro do they don?t pay. Metro do thouse on the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the \$2 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't taka a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will eventually pony up more money. And then there's the legacy of lies. For example, when SmarTrip was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc., etc. None of that lasted very long. The 2-hour transfer window is especially annoying when trains and some bus routes (ge the R4) are constantly off-schedule and can easily add another hour to transit time; in 'the old days' the drivers could address this when they knew they were late, but the SmarTrip system just throws a big middle finger. And that's another thing I don't understand: With all of this technology and GPS, etc., why doesn't the system know when it's behind and automatically deal with me having to overpay due to your operational inefficiencies? You want to invest in something that 'I'll support? Invest in that. Not in cap like the purple line. Y	Bus Service Operating Budget, Management and Spending Rail Service
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro 1 don't know why no one there can properly read the room. I rarely take Metro anymore- and it's not totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the 52 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: if it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will eventually pony up more money. And then there's the legacy of lies. For example, when SmarTrip was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc., etc. None of that lasted very long. The 2-hour transfer window is especially annoying when trains and some bus routes (eg the R4) are constantly off-schedule and can easily add another hour to transit time; in 'the old days' the drivers could address this when they knew they were late, but the SmarTrip system just throws a big middle finger. And that's another thing I don't understand: With all of this technology and GPS, etc., why doesn't the system know when it's behind and automatically deal with me having our carbot ta tara agenius to see how it will also add the overall operational	Bus Service Operating Budget, Management and Spending Rail Service MetroAccess
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro do they don?t pay. Metro do thouse on the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the \$2 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't taka a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will eventually pony up more money. And then there's the legacy of lies. For example, when SmarTrip was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc., etc. None of that lasted very long. The 2-hour transfer window is especially annoying when trains and some bus routes (ge the R4) are constantly off-schedule and can easily add another hour to transit time; in 'the old days' the drivers could address this when they knew they were late, but the SmarTrip system just throws a big middle finger. And that's another thing I don't understand: With all of this technology and GPS, etc., why doesn't the system know when it's behind and automatically deal with me having to overpay due to your operational inefficiencies? You want to invest in something that 'I'll support? Invest in that. Not in cap like the purple line. Y	Bus Service Operating Budget, Management and Spending Rail Service
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro Toom Toom Toom there there can properly read the room. I rarely take Metro anymore- and it's not totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the 52 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will eventually pony up more money. And then there's the legacy of lies. For example, when SmarTrip was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc, etc. None of that lasted very long. The 2-hour transfer window is especially annoying when trains and some bus routes (eg the R4) are constantly off-schedule and can easily add another hour to transit time; in 'the old days' the drivers could address this when they knew they were late, but the SmarTrip system just throws a big middle finger. And that's another thing 1 don't understand: With all of this technology and GPS, etc., why doesn't the system know when it's behind and automatically deal with me having to overpay due to your operational inefficiencies? You want to invest in something	Bus Service Operating Budget, Management and Spending Rail Service MetroAccess
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro 1001 Too't know why no one there can properly read the room. I rarely take Metro anymore- and it's not totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the \$2 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will eventually pony up more money. And then three's the legacy of lies. For example, when SmarTrip was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc, etc. None of that lasted very long. The 2-hour transfer windows is especially annoying when trains and some bus routes (eg the R4) are constantly off-schedule and can easily add another hour to transit time; in 'the old days' the drivers could address this when they knew they were late, but the SmarTrip system just throws a big middle finger. And that's another thing I don't understandi. With all of this technology and GFS, etc., why doesn'the system know when it's behind and automatically deal with me having to overpay due to your operational inefficiencies? You want to invest in som	Bus Service Operating Budget, Management and Spending Rail Service MetroAccess
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro T don't know why no one there can properly read the room. I rarely take Metro anymore- and it's not totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the \$2 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will eventually pony up more money. And then there's the legacy of lies. For example, when SmarTrip was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc., etc. None of that lasted very long. The 2-hour transfer window is especially annoying when trains and some bus routes (ge the R4) are constantly off-schedule and can easily add another hour to transit time; in 'the old dayS' the drivers could address this when they knew they were late, but the SmarTrip system just throws a big middle finger. And that's another thing 1 don't understand: With all of this technology and GPS, etc., why doesn't the system know when it's behind and automatically deal with me having to overpay due to your operational inefficiencies? You want to invest in somet	Bus Service Operating Budget, Management and Spending Rail Service MetroAccess
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro 1001 Too't know why no one there can properly read the room. I rarely take Metro anymore- and it's not totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the \$2 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will eventually pony up more money. And then there's the legacy of lies. For example, when SmarTrip was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc, etc. None of that lasted very long. The 2-hour transfer window is especially annoying when thour to transit time; in 'the old days' the drivers could address this when they knew they were late, but the SmarTrip system just throws a big middle finger. And that's another thing I don't understand: With all of this technology and GPS, etc, why doesn't the system know when it's behind and automatically ded with me having to overpay due to your operational inefficiencies? You want to invest in something that I'll support? Invest in that. Not in crap like the purple line. Yes, the purple lin	Bus Service Operating Budget, Management and Spending Rail Service MetroAccess
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro Toom Toow why no one there can properly read the room. I rarely take Metro anymore- and it's not totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the \$2 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will eventually pony up more money. And then there's the legacy of lies. For example, when SmarTrip was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc, etc. None of that lasted very long. The 2-hour transfer windows, 1 ride debit allowance, etc, etc. None of that lasted very long. The 2-hour transfer windows is specially anoying when trains and some bus routes (eg the R4) are constantly off-schedule and can easily add another hour to transit time; in 'the old days' the drivers could address this when they knew they were late, but the SmarTrip system just throws a big middle finger. And that's another thing I don't understand: With all of this technology and GPS, etc, why doesn't the system know when it's behind and automatically deal with	Bus Service Operating Budget, Management and Spending Rail Service MetroAccess
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don't pay. Metro Too Too totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the \$2 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will eventually pony up more money. And then there's the legacy of lies. For example, when SmarTrip was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc., etc. None of that lasted very long. The 2-hour transfer windows is especially annoying when trains and some bus routes (eg the R4) are constantly off-schedule and can easily add another hour to transit time; in 'the old days' the drivers could address this when they knew they were late, but the SmarTrip system just throws a big middle finger. And that's another thing I don't understand: With all of this technology and GPS, etc., why doesn't the system know when it's behind and automatically deal with me having to overpay due to your operational inefficiencies? You want to invest in something that 'II support? Invest in that. Not in rap like the purple line. Yes, the purple lin	Bus Service Operating Budget, Management and Spending Rail Service MetroAccess Bus Service
me to live in a zero-car household in DC, which would not be possible with inferior service. Metro should use the land around the metro stations that goes for parking to instead more lucrative things like dense business, housing, and have some of the revenue go to them! Service cuts will mean more people use cars, leading to traffic and grid lock, road fatalities and waste. Disallow people from getting on bus if they don?t pay. Metro I don't know why no one there can properly read the room. I rarely take Metro anymore- and it's not totally about the rates, but let's start there. It's simply stupid that Metro constantly threatens to hike rates. Just a few months ago, Metro increased late-night service, and not long before that, Metro introduced the \$2 weekend fare; now, they're threatening to undo all of that. Did no one there do the math before it was introduced? It shouldn't take a genius to have read the writing on the wall and not reduced it to \$2 in the first place: If it needs to be \$2.50 now, it could've been \$2.50 then. In my opinion, Metro likes to have constant threats to service cuts and fare hikes for the sole purpose of coercing more funding without budgeting accountability, knowing that most of the jurisdictions will eventually pony up more money. And then there's the legacy of lies. For example, when SmarTrip was introduced, we were promised 3-hour transfer windows, 1 ride debit allowance, etc., etc. None of that lasted very long. The 2-hour transfer windows, a ride abit allowance, etc., etc. None of that lasted very long. The 2-hour transfer windows is pecially anoying when trains and some bus routes (eg the R4) are constantly off-schedule and can easily add another hour to transit time; in 'the old days' the drivers could address this when they knew they were late, but the SmarTrip system just throws a big middle finger. And that's another thing I don't understand: With all of this technology and GPS, etc., why doesn't the system know when it's behind and automatically deal w	Bus Service Operating Budget, Management and Spending Rail Service MetroAccess

Channel Classical Channel Servare All prof. by part of the servare Servare All prof. by part of the servare Servare All prof. by part of the servare of the serva	Commont	Catagan
Not dept Not should have and a without the same base of the should have and a without the same base of the should have and a without the same base of the		
My cells provide the plan depth of any depth of		
min Build solution (and a prive by the start build of a solution (and a prive by the start build). be solution (and a prive by the start build). bit is prive by the start build of a solution (and a prive by the start build). be solution (and a prive by the start build). bit is prive by the start build of a solution (and a prive by the start build). be solution (and a prive by the start build). bit is prive by the start build of a solution (and a prive by the start build). be solution (and a prive by the start build). bit is prive by the start build of a solution (and a prive by the start build). be solution (and a prive by the start build). bit is prive by the start build of a solution (and a prive by the start build). be solution (and a prive by the start build). bit is prive by the start build of a solution (and a prive by the start build). be solution (and a prive by the start build). bit is prive by the start build of a solution (and a prive by the start build). be solution (and a prive by the start build). bit is prive by the start build of a solution (and a prive build). be solution (and a prive by the start build). bit is prive by the start build of a solution (and a prive by the start build). be solution (and a prive by the start build). bit is prive by the start build of a solution (and a prive by the start build). bit is prive build (and a prive build). bit prive build of a solutin (and build).		
Special of a units about or a units about or a function that the start of a units of a units about or	more flexibility driving and parking than I do on Metro, especially with the already confusing and	
sakey are to get both fight over a third over a fight over a the total the total to the total to		
sing space. is is some with support programments that solutions is and incorrections of the solutions. Solutions is and the solution is a solution capitol do the solution are black and the solutions. Solutions is a solution capitol do the solution are black and the solutions. Solutions is a solution capitol do the solution are black and the solution capitol do the solution are black and the solutions. Solutions is a solution capitol do the solution capit		
An endpandence An endpandence An endpandence <td< td=""><td></td><td></td></td<>		
since in the discusse region region and the Mark solution solution is a meria when it is a first or is a meria solution is a meria when it is a me		Bus service
Ny laning you have per per hard and per per per and per		Fares/Fees/Parking
An enclose is not han the free mean field of a second secon		
 Lapt i provide i unit of maximum for any fut op part or part are part a	C NE. It is a very convenient way to get there and back.	Bus Service
May by the work is with the amount of means that was prior for diverse transition in the base of the means in the base prior for diverse transition in the base of the means in the means in the means in the base of the means in the means		
abs/abs/abs/abs/abs/abs/abs/abs/abs/abs/		Bus Service
i the ways hand may from the typ.were leads.with production to subject the structure of the processe with a structure of the procese with a structure of the		
Ny performants in a second sec		Service Levels
siden is approx of the iso false and approx of the iso false and approx is approx of the iso false app		
and agroom of them. I also believe and a small mote of exercited we also of the exist of exercited mote the exercited methods. Also of exercited methods. Al		
iso much seen list will have an object in status on the second provinces and path of the second provinces and p		
 Bis Gatherburg and Yuena, and an instructure worth an analyze of the concept of the	think the choice on how those service cuts are made must be very carefully evaluated. Reducing service	
speer apoer of we had be ensigned in use is we that it meaning and abelians the reduce ensormed by an adversary prove the reduce of week and the reduce ensormed by an adversary prove the reduce of week and the reduce ensormed of a large of adversary prove the reduce of beek and the reduce ensormed of a large of adversary prove the reduce of beek and the reduce ensormed of a large of adversary prove the reduce of beek and the reduce ensormed of a large of adversary prove the reduce of beek and the reduce of beek and the reduce of adversary the reduce of		
suggeor groups for when helded arrange of owner by tradehesels. 44 served Need start motions for gal alors or equation. 45 of gals helded held start motions for gals alors of gals and gals and the gals and the start of alors of helded held start motions for gals alors of gals and gals and the gals and the start of alors of helded deray the angebor and the start of gals when alors of gals and the start of gals and gals alors of heldes and the start of gals and the start of ga		
Nack decises A la Sociae Nack decises Capability Nack decises Nack decises Nack decises Nack decises <		
Intel declaration Capil ladget Part or equilation properties (second or equilation) to provide informe to main and the equilation is th		
Need mose details on propusate legencially conting low details and propusates at allows are used to have now whether details of how may be adve adve and the set of how may be adve adve adve adve adve adve adve adv	· · · ·	
No ambiguour all status developed or being without and expend to be avery without and willing distance to even relations are status on the analysis and and the week of the analysis and and the week of the analysis and the avery status of		
worker consistency througe of the set of the		
servoy the neglophonod. Orange to service point of the service considering closing stations- hower help (first variable service). Fare/Face/Parking. Face/Face/Parking. Face/Face/Parkin		
chap: compared to other map of the mutry colls. NVC URB pair and the parking to twice a sequencia. Park/Fect/Parking Ko metricos to box Des Service Ko metricos to box Des Service Ko metricos to the mutry colls. NVC URB pair and the parking to two services Service Network Ko metricos to pair associated encode over a service to get to pair associated encode over a service to get to pair associated encode over a service to get to pair associated encode over a service to get to pair associated encode over a service to get to pair associated encode over a service to get to pair associated encode over a service to get to pair associated encode over a service to get to pair associated encode over a service to get to pair associated encode over a service to get to pair associated encode over a service to get to pair associated encode over a service to get to pair associated encode over a service to get to pair associated encode over a service to get to pair associated as service over a service to get to pair associated as service over a service to get to pair associated as service over a service over a service over a service over a service over the demographic pairs over a service to get to pair associated as service over a service over the demographic pairs over a service to get to pair associated as service as service to get to pair associated as service over the demographic pairs over a service to get to pair associated as service over the demographic pairs over a service to get to pair associated as service over the demographic pairs over the dem		
Bus Service Bus Service Bus Service Bus Service Return of inspect balance in an advance in a demorring fram?? Fare Seven/Staffor/Crime Nome Miscellamenos Nome Miscellamenos Nome Miscellamenos Nome Miscellamenos Nome Miscellamenos Nome of the sevent and only making them analysis to englowers, the Metro Syspopo is to get Level and the sevent and sevent and and the sevent and se		
None method of dange to Senior face, increased security, and enforcing fare?? For Evaluation 244 (Chree Model) None None None None None None None None		
Nome Miscellaneous Notare or inpact but I would look at reducing facility costs as a first option sub a perception at one of the section of the sectin of the sectin of the section of the section of the section of th		
Not sure on impact but How is took at reducing fielding vocats as a first option such as removing reactions and off what is main to employees. The Markov papers to be pople to and first wherever they need to go in a reasonable amount of time and me personally it this 6.00 a.m. to 12.00 a.m. anything wheth this has required to go in a reasonable amount of time and me personally it this 6.00 a.m. to first wherever they need to go in a reasonable amount of time and me personally it this 6.00 a.m. to 12.00 a.m. anything wheth this has required to go in the system going. Just Dog those are in power for our based to the the componential devices the outpersonable and the system of the system going and the system for the system going and the system for the system go in the system devices the system for the system go in the system devices the system for the system go in the system devices the system for the system go in the system devices the system for the system go in the system devices the system this is for the system for the system for the system for the system go in the system devices the system set of the system set of the system set of the system set of the system go in the system devices the system set of the system set of the system set of the system set of the system go in the system devices the system set of the s		
instroam and only making them available to employee. The Meter's purpose is to get people to and from Metere et Prop. and Prop. Prop		
1200 a.m. arghing other than that regarding people the system moves is not important. That sail, i Fare/Feeu/Paring Choose to make the best componies decision. Fare/Feeu/Paring		
completely understand, is not enough money to keep this system going, just hope those are in power. Pere/Fees/Parking Numerous children take the 32 and 36 from SE to schools in downtown (past PernHam) every than toose on protein state the 32 and 36 from SE to schools in downtown (past PernHam) every than does on protein system. Cutting service to yow than dad on Tow ones. Ba Service Gree of the best things about DC is to reliable motor system. Cutting service to yow than dad on Tow ones. Ba Service Che of you you to 500 to genele who can't fail of dischasses and don't ow can't is the dest take that 2 and you to post to the preven trains for the green line which has and about the time between trains for the green line which has and don't ow can't is the line turnoreau much early the reliable entry worg on the schools service dischools service manufficie, you have to be line turnoreau much early the reliable entry worg on the school service (s. 4). New the line turnoreau much early the reliable entry worg on the school service (s. 4). New the line turnoreau much early the reliable entry worg on the school service (s. 4). New the line turnoreau much early than you propose. Fere/Fere/Parking Or segnificat provide (s. 4). New the line turnoreau much early than you propose. Fere/Fere/Parking Or segnificat provide (s. 4). New the line turnoreau much early than you propose. Fere/Fere/Parking Or segnificat provide (s. 4). New the line turnoreau much early than you propose. Fere/Fere/Parking Or segnificat provide (s. 4). New the line turnoreau time of the propose line dubbit como the provide (s. 4). New the line turnoreau time of the		
Choose to make the best componented decision. Fareal/Rest/Parking Unsergue value is active that the 32 and 36 from 35 to schools in downtown (past Plenshn) every down and and components of the best schools on 25 or 16 or 16 best schools on 25 or 26	12:00 a.m. anything other than that regarding people the system moves is not important. That said, I	
Numeroux children take the 32 and 36 from \$E to schools in downtown (past Perfulan) every day. Those Bus Service One of the best things about DC its treliable metro system. Cutting service by over holf and don't own rat. Bus Service Ities are valia in a couple Bus Service Rail Service Ities are valia in a couple Rail Service Rail Service One of the source than double the time between trains for the green line which has an about more than double the time between trains for the green line which has an about more than double the time between trains for the green line which has an about more than double the time between trains for the green line which postements are write that or weel works which greaters than y at a stop to this. You and betteric Ferre/Fers/Parking Procesulting there makes to part a stop to this. You and betteric Ferre/Fers/Parking Ferre/Fers/Parking Ore significant provide which you have provide the down garphic postement line to the provide which you have the rear to the postement that you provide the down garphic postement line to the provide which you have the rear to the postement than you provide the stop training than the postement line to the provide which you have the stop training than to you contain the postement line to the provide time to the postement line to the provide time to the postement line to the postement line to the provide time to the postement line t		
lines are typ tail as a typ tail des not provide shool buses. Bas Service Bor of the best thing about CC is its reliable metro system. Cutting service by over half and cutting hours would be a horrible decision, esp for people who can't alford richelances and don't own car. I like the ide of strains growth can't afford richelances and don't own car. I like the ide of strains and bas to pay up to Spo to get home. Real Service of times and had to pay up to Spo to get home. Real Service for ery our prospositis to more than double the time between trains for the green line which has an absurd number of patrons already meanwhile, you will only increase waiting for the other lines by 5 minutes. What on earth are you thinking Between Met Statism and Addi Field Haffet it's already a nightmare. Your cutting service a to one of the demographic patrons most in eed. There must be other whys vou can cut service, a state well well inte turnor one there the state one pay Prosecution the evaders to put a stop to this. You can do better! Con significant provide, a state well bus to poople jum propose. Prosecution the evaders to put a stop to this. You can do better! Con significant provide, a state well bus to poople jum propose. Prosecution the evaders to put a stop to this. You can do better! Con significant provide, a state well bus to poople jum propose. Prosecution the evaders to put a stop to this. You can do better! Con significant provide stop to the provide the stop concers. Place make up most the shortfall will fare increases. Devalue the stop pay a far. And the happens right in form of Metro personnell take the near phortfall will fare increases. Devalue the stop pay a far. And the happens right in form of Metro personnell take the near phortfall will fare increases. Devalue the stop pay a far. And the happens right is not rease to a state. Bus Service Devalue the stop pay a far. And the happens right is not rease to a state. Bus Service Devalue the stop pay a far. And the happens right		
One of the best things about DC is its reliable metro system. Cutting service by over hair and cutting hours would be hortble decision, got people who can it after of dehands. It is for the densers and do not over a it is a coupe of the densers had be of the over the densers had be densensers had be densers had be densers had be densers had be densers		
hours would be a horrbie decision, esp for people who can't afford indehaires and don't own cars. I like the idea of staring poon it at or of hidrs and Starting mights, as it we missed the last train a couple of limes and had to pay us to 500 to get home. Noe dy our propositis is to most than double the time between trains for the green line which has a absurd number of patrons already meanwhile, you will only increase awaiting for the other lines by 5 mittes. What on our the you thinking. Between Mts Stadium and Audi Field refield traffic traf	, , ,	Bus service
like the ide of staying open later on friday and Saturday nights, as Pice missed the last train a coupe frimes and had be pay to 1630 to get home. All Service All Service		
of times and had to pay up to \$90 to get home. Rail Service One of your proposals is to more than double the time between trains for the green line wich his an abaurd number of patrons already meanwhile, you will only increase waiting for the other lines by 5 minutes. What on earth are you thinking Between Mars Stadium and Audi Field traffic it 73 relates and a stadium and Audi Field traffic it 73 relates and a stadium and Audi Field traffic it 73 relates and a stadium and Audi Field traffic it 73 relates and a stadium and Audi Field traffic it 73 relates and a stadium and Audi Field traffic it 73 relates and a stadium and Audi Field traffic it 73 relates and a stadium and Audi Field traffic it 73 relates and a stadium and Audi Field traffic it 73 relates and provide bit ellis to the complex point part of the part of parton all static two people point bat could relates two earts and provide bit alls two people point part could relate the metro of part and traffic down agarge at Huntington, them entering the stat graps is a 10/more tha lead of the star graps is a 10/more tak addium and audi bit so there there is a spass. Operating Budget, Management and Spending Only impring and only open relates advarge is a type of the star graps is a 10/more tak advarge is a spass. Operating Budget, Management and Spending On your power bit for the star graps is a 10/more tak advarget is a spass. Operating Budget, Management and Spending Only infigit store bit bit for the ore start of the start to be advarget the ore start of the start advarget is a spass. Operating Budget, Management and Spending Only infigit store bit bit bit and and the metro erave of the start advarget is advare start advare start advare start advarget is advare start adva		
absurd number of patrons already meanwhile, you will only increase waiting for the other lines by 5 minutes. What on earth are you thinking. Between Mast Stadium and Audi Field raffic if 7: Riversed a nightmare. Your cutting service to one of the demographic patrons most in need. There must be other ways you can cut service, e.g. Hare to show the shown in the many to propose. Frosecutor fare evaders to put a stop to this. You can do better! Deve significant problem that could mendy budget this is the number of people who pump the unstile and do not pay a far. And this happens right in front of Metro personnel! I take the metro several times a week and ineviable at last two people jump each time i go through with my pass. There are ways to avail of this. I saw in one morely directly but the voltes. Please make up most the dhords people from jumping and only open if Sumene has a pass. Do privating more that ado that one tore and other cement is cracking on level 2. During more the stower Mast do that dire provides. Please make up most the dhords live the soluce is the soluce at parking. You have a falling down garage at Huntington, them entering the fast garage is a cyber hole and other cement is cracking on level 2. During more take add funding genetic lites should be tarbened on level 2. During more the is devalue to be showeded. Dury barrent and other they ocurs on we can pressure our reps to support the metro service and people with the fare increases. Lab also fare in altragort. Simple, legent and sustations people with the fare increases. Lab also fare in direspicel lites as also and gaing beyond the means of people with the fare increases. Lab also fare in altragort. Simple, legent and sustations people with the reat rest as the adve target at the stop is a pass. Do the simple directly adve the bead to the simple and the stop is a pass. Dury barrent adve the simple target at the stop is alter adve target at the stop is a pass. Dury barrent adve fare dincreases Lab also repsile pass charget the diverse of t		Rail Service
munters. What on earth are you thinking. Between Mats Stadium and Audi Field traffic it?s already a mightmare. Your cutting service to noe of the demographic patrons note in need. There must be other ways you can cut service. A pare the silver line turnaround much earlier than you propose. Pareuf/ees/Parking One significant problem that could remedy budget shortfalls is the number of people who jump the furstlier and on to pay a far. And this happers right in for of Metro peomenel 1 take the metro serveral times a week and inevitable at last two people jump each time igo through with my pass. There are ways to avoid this. Is war one metro, can't remember which, edended wettical doors that would block people from jumping and only open i someone has a pass. Ophy thing strongers that is the ware need to exceed wettical doors that would block people jumping and only open i someone has a pass. Ophy thing strongers is a cipher hole and other cement is cracking on level 2. During sonut reality days for the badget carbs before they occur so we can pressure our reps to support the metro services and the like. Our planet is burning. MoRE people need Metrol You? ne cutting service and going beyond the means of such people in and out of SW. Bus lines with similar routing carb eccombined. Prespready on the site varies and you can't be eard on any now. Sadi. Prespready on the metro to get to work? Do not cut Pe and P. Beeuwe these are 2 lines are 2 lines and you can't be and the method ward sustainable. Prespready on the metro to get to work? Do not cut Pe and P. Beeuwe these are 2 lines are are and the site increases. And as one fare on all transportation beause end and marva now. Sadi. Prespready is the Sub sines with similar routing can't cesting advecting the metas of such people with the meta routing and work of Such Bus lines with similar routing can't cesting advecting the metas of Such people and Metrol. Prespready on the site varies and you can't been and line and sustainable. Prespready is to sub the site and work	One of your proposals is to more than double the time between trains for the green line which has an	
nghtmare. Your cutting service to one of the demographic patrons most in need. There must be other Prosecutor fare evaders to put a stop to this. You can do better! Prosecutor fare evaders to put a stop to this. You can do better! Prosecutor fare evaders to put a stop to this. You can do better! Prosecutor fare evaders to put a stop to this. You can do better! Prosecutor fare evaders to put a stop to this. You can do better! Prosecutor fare evaders to put a stop to this. You can do better! Prosecutor fare evaders to put a stop to this. You can do better! Prosecutor fare evaders to put a stop to this. You can do better! Prosecutor fare evaders to put a stop to this. You can do better! Prosecutor fare evaders to put a stop to this. You can do better! Prosecutor fare evaders to put a stop to this. You can do better! Prosecutor fare evaders to put a stop to this. You can do better! Prosecutor fare evaders to put a stop to fare with the stop to the put and the prosecutor fare evaders to put and the prosecutor fare eval and herethole and there even this cracking on level 2. During store 1 Prosecutor fare evaders to put a stop to fare with fare for evaders. Prosecutor fare evaders to put a stop to fare with the stop starge is a cyber hole and there even tes to call proves for the proves were and there even tes to call proves for the proves were and the stop starge is a cyber hole and there even tes to call proves even and fare even tes to call proves even the metro services and protential budget cuts before they occur so we can pressure our reps to support the metro services and proves the fare increases. Lab so ne fare on all transport. Simple, elegant and subtanable. Prosecutor of SV. Bus lines evaders and proves the even the same to pay for with simple routing and our out and the were the bus the evader of equal to prove the stop stop of the stop stop stop stop stop stop stop stop		
ways you can cut service: e.g. Have the silver line turnaround much earlier than you propose. Proscutor fare earders to put a stop to this. You can do better! Proscutor fare earders to put a stop to this. You can do better! Proscutor fare earders to put a stop to this. You can do better! Proscutor fare earders to put a stop to this. You can do better! Proscutor fare earders to put a stop to this. You can do better! Proscutor fare earders to put a stop to this. You can do better! Proscutor fare earders to put a stop to this. You can do better! Proscutor fare earders to put a stop to this. You can do better! Proscutor fare earders to put a stop to this. You can do better! Proscutor fare earders to put a stop to this. You can do better! Proscutor fare earders to put a stop to this. You can do better! Proscutor fare earders to put a stop to this. You can do better! Proscutor fare earders to put a stop to this. You can do better! Proscutor fare earders to put a stop to this. You can do better! Proscutor fare earders to put a stop to this. You can do better! Proscutor fare earders to put a stop to this. You can do better! Proscutor fare earders to put a stop to this. You can do better! Proscutor fare earders to put a stop to this. You can do better! Proscutor fare earders to put a stop to this. You can do better earders to put a stop to this. You can do better earders to put a stop to this. You can do better earders to put a stop to this. You can do better earders to put a stop to this. You can do better earders to put a stop to this. You can do better earders to put a stop to this. You can do better earders to put a stop to this. You can do be the earder to get to you can be to the stop to you can be a stop to you can be the earder to get to you can be a stop to you can		
Prosecuring fare evaders to put at stop to this. You can do better! Fares/Fees/Parking One significant problem that could itermedy budget store prospendie like the metro several times a week and inextable at lack top eople jump each time ig obrough with my pass. There are ways to avoid this. Is aw in one metro, can't remember which, extended vertical doors that vouid block people from jumping and only open if someone has a pass. Operating Budget, Management and Spending Only implement service cuts on the most gergious box orders. Please make up most the shortfall with fare increases. Operating Budget, Management and Spending Only thing is trone most gergious box orders. Please make up most the shortfall with fare increases. Perase fees/Parking Our government should be allocating more tax dollars towards essential services like public transportation instead of funding genocide IIII We as citterne should be made more aware of such potential budget cuts before they occur so we can pressure our reps to support the metro services and the like Operating Budget, Management and Spending. Our planet is farwing and out of 5W. Bus lines with similar routing can be combined. Bus Service People rely on the metro to get to work! Do not cut 5W and the sare do all transport. Simple, elegant and sustainable. Bus Service People rely on the metro to get to work! Do not cut 5W and the sare the sare to pary for my personal cut of SW. Bus lines with similar routing can be combined. Bus Service People rely on the service and more masare do fanding incomends. Bus Service		
One significant problem that could remedy budget shortfalls is the number of people who jump the turnsile and don tapy as far. And this happens rights in fort of Metro personnell task the metro several times a week and inevitable at last two people jump each time I go through with my pass. There are ways to avoid this. I saw in one metro, and't remember which, extended vertical doors that would block people from jumping and only open if someone has a pass. Operating Budget, Management and Spending Only implement service cuts on the most egregious low identify bus routes. Please make up most the mentering the East garage is a cyber hole and total cracking on level 2. During snow I really days for the sidewalk to be shoveled. Operating Budget, Management and Spending Our goverment should be allocating more tax dollars towards essential services like public transportation instead of funding genocide IIII We as clittens should be made more aware of such better during in and out of SW. Bus lines with aimlar routing can be combined. Fares/Fees/Parking P6 can cut their service after midingfit or weeklend. Do not cut P6 and 74 beause these are 2 lines of people with the fare increases. Lines can be able days. Bus Service Bus Service Bus Service Bus Service Peopler with the service after midingfit to now all tarsingpet. Peopler with on their service after midingfit to volk Do not cut Service. And sepacially do not increase time between services, especially the 80 bus Peopler with the service as any out can't leave them behind. We must advocate for increased usage of public transportation because car traffic in C and Marydand is already terrible Peopler with the service after midingfit to cut service. And sepacially do not increase time between services approval which is cus to use to use f		Fares/Fees/Parking
turnstic and a not pay af r. And this happers, right in front of Metro personnell I take the metro serveral times aveck and inextible tals two people jump each time go through with my pass. There are ways to avoid this. I saw in one metro, can't remember which, extended vertical doors that would block people fron jumping and only open if someone has a pass. Operating Budget, Management and Spending Only implement exvice cuts on the most gergeoiso windership bus routes. Please make up most the shortfall with fare increases. Bus Service Only time is trons age to a cyber hole and other cement is cracking on level 2. During snow i result days for the sidewalk to be showled. Fares/Fees/Parking Our goverment should be allocating more tax dollars towards essential services like public transportation instead of funding encode! III Was cluters should be made more award essential the like Fares/Fees/Parking Our glover site shurning. MORE people need Metrol You?re cutting service and going beyond the mears of people with the fare increases. Lik has one fare on all transport. Simple, elegant and sustainable. Fares/Fees/Parking Recard the revice after minight or weekneds. Do not cut F & and 7 ab Ecouse the service a term dinght or weekneds. Do not cut F & and 7 ab Ecouse the service and the file. Bus Service People rely on the metro to get to work! Do not a tervice. And especially do not increase time the service aprecise and you can? I kave them behind. We must advocate for increased tus people with these services and you can? I kave them behind. We must advocate for increased usage of public transportation because cartaffic in D cand Maryland is already turvible People h		
several times a week and inevitable at last two people jump each time i go through with my pass. There are ways to avoid this i.s wi nome metro, can't remember which, extended vertical doors that would black people from jumping and only open if someone has a pass. Only implement service cuts on the most ergegious low indership bus routes. Please make up most the antimater increases. Only timplement service cuts on the most ergegious low indership bus routes. Please make up most the metro ing the fast garage is a cyber hole and other cement is cracking on level 2. During snow i really days for the sidewalk to be showeled. Our government should be allocating more tax dollars towards essential services like public transportation instead of funding genocide IIII We as citizens should be made more aware of such pate tais bus dee like. Our government hera increases. Lahas one fare on all transport. Simple, elegant and sustainable. Please has better public transit than dmv now. Sad. People rely on the metro to get to work! Do not cut PG and 74 because these are 2 lines public transit than dmv now. Sad. People rely on the metro to get to work! Do not cut service. And especially do not increase time dee bus the sate is apple. Under the same tay and you can't leave them behind. We must advocate for increased usage of public transportation because our traffic in OL and Manyl and is already termile service levels Service should not happen. People with disabilities need Metro Access. Any cuts to service should not happen. People with disabilities need Metro Access. Any cuts to service should not happen. People with disabilities need Metro Access. Any cuts to service should not happen. People with disabilities need Metro Access. Any cuts to service should not happen. People with disabilities aneed Metro Access. Any cuts to service should not happen		
slock.people from jumping and only open if someone has a pass. Operating Budget, Management and Spending Only implement service cuts on the most egregious low ridership bus routes. Please make up nost the shortfall with fare increases. Bus Service Only timplement service cuts on the most egregious low ridership bus routes. Please make up nost the shortfall with fare increases. Bus Service Only timplement service cuts on the most egregious low ridership bus routes. Please make up nost the shortfall with fare increases. Fares/Fees/Parking Our government should be allocating more tax dollars towards essential services like public transportation instead of funding genocide IIII We as citizens should be made more aware of such potential budget cuts before they occur so we can pressure our reps to support the metros revices and potential budget cuts before they occur so we can pressure our reps to support the metros revices and papelweith fare increases. Lahas one fare on all transport. Simple, elegant and sustainable. Operating Budget, Management and Spending Our planet is burning. MORE people need Metrol You're cutting service and going beyond the means of people with fare increases. Lahas one fare on all transport. Service Baus Service Pakitan has better public transit than dm now. Sad. Miscellaneous People rely on the metro to get to work! Do not cut service. And especially do not increase time public transportation because at traffic in D cand Maryland is laready terrible Service Levels People with disabilities need Metor Access. Any cuts to service should not happen.		
Only implement service cuts on the most geregious low ridership bus routes. Please make up most the shortfall with far increases. Bus Service Only thing 1 strongly oppose is \$1 increase at parking. You have a falling down garage at Huntington, them entering the East garage is a cyber hole and other cement is cracking on level 2. During snow I really days for the sidewalk to be showled. Fares/Fees/Parking Our government should be allocating more tax dollars towards essential services like public transportation instead of funding genocide IIII We as citizens should be made more aware of such potential budget cuts before they occur so we can pressure our reps to support the metro services and the like Operating Budget, Management and Spending Our planet is burning. MORE people need Metrol You're cutting service and going beyond the means of people with the fare increases. LA has one fare on all transport. Simple, elegant and sustainable. Fares/Fees/Parking People reity on the metro to get to work! Do not cut service. And especially do not increase time unning in and out of SW. Bus lines with similar routing can be combined. Bus Service Peopler eity on the metro to get to work! Do not cut service. And especially do not increase time between service, especially the 80 bus Beselianeous Peopler serving name tax outs are the methenid. We must advocate for increased usage of public transit because it scheaper, but if it costs me the same to pay for my personal car to does to pay for 3 round thig totkets for me and two family members, is have to pick my personal vehicle. That's not common sense Feres/Fees/Parking People with the esist hydity owork, offer	are ways to avoid this. I saw in one metro, can?t remember which, extended vertical doors that would	
shortafl with fare increases. Bus Service Only thing I strongly oppose is \$1 increase at parking. You have a falling down garage at Huntington, them entering the East garage is a cyber hole and other cement is cracking on level 2. During snow I really days for the sidewalk to be shoveled. Fares/Fees/Parking Our government should be allocating more tax dollars towards essential services like public transportation instead of funding genocide IIII We as citizens should be made more aware of such potential budget cuts before they occur so we can pressure our reps to support the metro services and the like Operating Budget, Management and Spending Our glanet is burning. MORE people need Metrol You?re cutting service and going beyond the means of people with the fare increases. LA has one fare on all transport. Simple, elegant and sustainable. Fares/Fees/Parking Péc can cut their service after mindinght or weekends. Do not cut P6 and 74 because these are 2 lines running in and out of SW. Bus lines with similar routing can be combined. Bus Service People rely on the metro to get to work! Do not cut service. And especially do not increase time between service, sepecially the 80 bus Bus Service People rely on these services and you can?t leave them behind. We must advocate for increased usage of public transportation because car traffic in DC and Maryland is already terrible Service Levels People should choose public transib because it's costs me the same to pay for my personal car to park in DC as it does to pay for 3 round trip tickets for me and two family members, is have to pick my personal vehicle. That's not commons nease Fares/Fees/Parking People with disbilitities need Met		Operating Budget, Management and Spending
Only thing I strongly oppose is 51 increase at parking. You have a falling down garage at Huntington, Fares/Fees/Parking Teally days for the sidewalk to be showled. Fares/Fees/Parking Our government should be allocating more tax dollars towards essential services like public Fares/Fees/Parking Our government should be allocating more tax dollars towards essential services like public Fares/Fees/Parking Our planet is burning. MORE people need Metrol You?re cutting service and going beyond the means of people with the fare increases. LA has one fare on all transport. Simple, elegant and sustainable. Fees/Fees/Parking P6 can cut their service after minight or weekands. Do not cut Senvice. And especially do not increase time between service, especially the 80 bus Bus Service Papier erly on the metro to get to work! Do not cut service. And especially do not increase time between service, especially the 80 bus Bus Service People reido these services and you can't leave them behind. We must advocate for increased usage of public transit because it's cheaper, but if it costs me the same to pay for my personal car to park in DC and Maryland is already terrible Service Levels People with the fare in hybrid work, offer pass options that are worth it for those commuting 2-3 days a week, rather than the existing passes that only cars to take work of or around trip tickets for me and two family members, is have to pick my personal car to park in DC and Maryland is already terrible Service Levels People with this fines in hybrid work, offer pass options that are		
them entering the East garage is a cyber hole and other cement is cracking on level 2. During snow 1 really days for the sidewalk to be showled. Our goartment should be allocating more tax dollars towards essential services like public transportation instead of funding genocide IIII We as citizens should be made more aware of such potential budget cuts before they occur so we can pressure our reps to support the metro services and potential budget cuts before they occur so we can pressure our reps to support the metro services and of people with the fare increases. LAhas one fare on all transport. Simple, elegant and sustainable. P6 can cut their service after midnight or weekends. Do not cut 6 and 74 because these are 2 lines running in and out of SW. Bus lines with similar routing can be combined. People rely on the metro to get to work! Do not cut service. And especially do not increase time between service, especially the 80 bus People rely on the services and you can?t leave them behind. We must advocate for increased usage of public transportation because car traffic in CC and Maryland is already terrible People should hoose public transit because! If it costs me the same to parfor my personal car to park in DC as it does to pay for 3 round trip tickets for me and two family members, is have to pick my off, off as you can?t us to service should not happen. Periopis nincrease individual trip fares by more than the passes, to incentivize and regular usa. Also, given the rise in hybrid work, offer pass options that are worth if or those commuting 2-3 days a week, rather than the existing passes that only cater to the old world of everyone going in 5 days. Also raise the weekend prices back up, \$2 is too much of a steal. Perhaps increase individual trip fares by more than the passes, to incentivize and reward regular usa. Also, given the sine in hybrid work, offer pass options that are worth if or those commuting 2-3 days a week, rather than the existing passes that only cater to the old world of everyone goi		Bus Service
really days for the sidewalk to be shoveled. Fares/Fees/Parking Our government should be allocating more tax dollars towards essential services like public Fares/Fees/Parking Our government should be allocating genocide IIII We as citizens should be made more aware of such potential budget cuts before they occur so we can pressure our reps to support the metro services and the like Operating Budget, Management and Spending Our planet is burning. MORE people need Metrol You?re cutting service and going beyond the means of people with the fare increases. LA has one fare on all transport. Simple, elegant and sustainable. Fares/Fees/Parking P6 can cut their service after midnight or weekends. Do not cut P6 and 74 because these are 2 lines running in and out of SW. Bus lines with similar routing can be combined. Bus Service Pakistan has better public transit than dmv now. Sad. Miscellaneous People rely on the metro to get to work! Do not cut service. And especially do not increased tuage of public transit because art artific in DC and Maryland is already terrible Service Levels People should choose public transit because It's cheaper, but if it costs me the same to pay for my personal exit or park in DC and Maryland is already terrible Service Levels People with disabilities need Metro Access. Any cuts to service should not happen. MetroAccess Peripas increase individual trip fares by more than the passes, to incentivize and reward regular use. Also, given the vise hydrow, foffer pass options that are worth it for those communing 2-3 days a week, rather		
Our government should be allocating more tax dollars towards essential services like public transportation instead of funding genocide IIII We as citizens should be made more aware of such potential budget cuts before they occur so we can pressure our reps to support the metro services and the like Operating Budget cuts before they occur so we can pressure our reps to support the metro services and presple with the fare increases. LA has one fare on all transport. Simple, elegant and sustainable. PG can cut their service after midnight or weekends. Do not cut PG and 74 because these are 2 lines Bus Service Pakistan has better public transit than dmv now. Sad. People rely on the metro to get to work! Do not cut service. And especially do not increase time between service, especially the 80 bus Bus Service People rely on these services and you can?t leave them behind. We must advocate for increased usage of public transit because it's cheaper, but if it costs me the same to pay for my personal vehicle. That's not common sense People should choose public transit because it's cheaper, but if it costs me the same to pay for my personal vehicle. That's not common sense People with disabilities need Metro Access. Any cuts to service should not happen. Peripels in crease individual trip fares by onore than the passes, to incentivize and reward regular use. Also, given the rise in hybrid work, offer pass options that are worth if of those commuting -33 days a week, rather than the existing passes that only care to the old world of everyone going in 5 days. Also raise the weekend prices back up, S2 is too much of a steal. Perhase on did making any big changes to Metro Access. price increase with in re		Fares/Fees/Parking
transportation instead of funding genocide 11!! We as citizens should be made more aware of such potential budget cuts before they occur so we can pressure our reps to support the metro services and the like Operating Budget, Management and Spending Our planet is burning, MORE people need Metrol You're cutting service and going beyond the means of people with the fare increases. LA has one fare on all transport. Simple, elegant and sustainable. For an cut their service after midnipht or weekends. Do not cut 96 and 74 because these are 2 lines running in and out of SW. Bus lines with similar routing can be combined. Pakistan has better public transit than dmv now. Sad. People rely on the metro to get to work! Do not cut service. And especially do not increase time between service, especially the 80 bus People rely on these services and you can?t leave them behind. We must advocate for increase dusage of public transportation because car traffic in DC and Maryland is already terrible People sely on tho Cas it does to pay for 3 round trip tickets for me and two family members, is have to pick into Pass in to cass. Any cuts to service should not happen. Periase individual trip fares by more than the passe, to incentivize and regular use. Also, given the rise in hybrid work, offer pass options that are worth it for toose commuting 2-3 days a week, rather than the existing passes that only cater to the old world of everyone going in 5 days. Also raise the weekend prices back up, 52 is too much of a steal. Please avoid making any big changes to Metro Access. Frice increase with in reason is fine. Many people rely on the sist of cars more money to travel in the city. This will increase people riding public		
the like Operating Budget, Management and Spending Our planet is burning. MORE people need Metrol You?re cutting service and going beyond the means of people with the fare increases. LA has one fare on all transport. Simple, elegant and sustainable. Fares/Fees/Parking P6 can cut their service after midnight or weekends. Do not cut P6 and 74 because these are 2 lines running in and out of SW. Bus lines with similar routing can be combined. Bus Service Pakistan has better public transit than dmv now. Sad. Miscellaneous People rely on the metro to get to work! Do not cut service. And especially do not increase time between service, especially the 80 bus Bus Service People rely on these services and you can't leave them behind. We must advocate for increased usage of public transportation because car traffic in DC and Maryland is already terrible Service Levels People rely on these services and you can't leave them behind. We must advocate for increased usage of public transportation because car traffic in DC and Maryland is already terrible Service Levels People eigh ould choose public transit because it's cheaper, but if it costs me the same to pay for my personal car to park in DC as it does to pay for 3' ound trip tickets for me and two family members, is have to pick my personal vehicle. That's not common sense Fares/Fees/Parking Pendpa with disabilities need Metro Access. Any cuts to service should not happen. MetroAccess Also, given the rise in hybrid work, offer pass options that are worth it for those commuting 2-3 days a week, rather than the existing passes that only cater to the old world of everyone going in 5 days. Also ra		
Our planet is burning. MORE people need Metrol You?re cutting service and going beyond the means of people with the fare increases. LA has one fare on all transport. Simple, elegant and sustainable. Fares/Fees/Parking P6 can cut their service after midnight or weekends. Do not cut P6 and 74 because these are 2 lines running in and out of SW. Bus lines with similar routing can be combined. Bus Service Pakistan has better public transit than dmv now. Sad. Miscellaneous People rely on the metro to get to work! Do not cut service. And especially do not increase time between service, especially the 80 bus Bus Service People rely on these services and you can?t leave them behind. We must advocate for increased usage of public transportation because car traffic in DC and Maryland is already terrible People should choose public transit because it's cheaper, but if it costs me the same to pay for my personal car to park in DC as it does to pay for 3 round trip tickets for me and two family members, is have to pick my personal vehicle. That's not common sense People with disabilities need Metro Access. Any cuts to service and reward regular use. Also, given the rise in hybrid work, offer pass options that are worth it for those commuting 2-3 days a week, rather than the existing passes that only cater to the old world of everyone going in 5 days. Also raise the weekend prices back up, \$2 is too much of a steal. Fares/Fees/Parking Please charge the drivers of cars more money to travel in the city. This will increase people riding public Fares/Fees/Parking	potential budget cuts before they occur so we can pressure our reps to support the metro services and	
of people with the fare increases. LA has one fare on all transport. Simple, elegant and sustainable. Fares/Fees/Parking P6 can cut their service after midnight or weekends. Do not cut P6 and 74 because these are 2 lines running in and out of SW. Bus lines with similar routing can be combined. Bus Service Pakistan has better public transit than dmv now. Sad. Miscellaneous People rely on the metro to get to work! Do not cut service. And especially do not increase time between service, especially the 80 bus Bus Service People rely on these services and you can?t leave them behind. We must advocate for increased usage of public transit because car traffic in DC and Maryland is already terrible Service Levels People should choose public transit because it's cheaper, but if it costs me the same to pay for my personal car to park in DC as it does to pay for 3 round trip tickets for me and two family members, is have to pick my personal vehicle. That's not common sense Fares/Fees/Parking People with disabilities need Metro Access. Any cuts to service should not happen. MetroAccess Perhaps increase individual trip fares by more than the passes, to incentivize and reward regular use. Also, given the rise in hybrid work, offer pass options that are worth it for those commuting 2-3 days also raise the weekend prices back up, \$2 is too much of a steal. Fares/Fees/Parking Please avoid making pany big changes to Metro Access, price increase with in reason is fine. Many people riding Metro Access find change very difficult and if training services are not avaiable might bu ummanageable MetroAcces		Operating Budget, Management and Spending
P6 can cut their service after midnight or weekends. Do not cut P6 and 74 because these are 2 lines Bus Pakistan has better public transit than dmv now. Sad. Bus Service People rely on the metro to get to work! Do not cut service. And especially do not increase time Bus Service Between service, especially the 80 bus Bus Service People rely on the metro to get to work! Do not cut service. And especially do not increase time Bus Service People rely on these services and you can?t leave them behind. We must advocate for increased usage Service Levels People rely on these services and you can?t leave them behind. We must advocate for increased usage Service Levels People rely on these services and you can?t leave them behind. We must advocate for increased usage Service Levels People wholl choose public transit because it's cheaper, but if it costs me the same to pay for my Service Levels People with disbilities need Metro Access. Any cuts to service should not happen. MetroAccess Perihaps increase individual trip fares by more than the passes, to incentivize and reward regular use. Also, given the rise in hybrid work, offer pass options that are worth it for those commuting 2-3 days a week, rather than the existing passes that only cater to the old world of everyone going in 5 days. Also Fares/Fees/Parking Please avoid making any big changes to Metro Access. price increase with in reason is fine. Many		Four /Four /Derline
running in and out of SW. Bus lines with similar routing can be combined. Bus Service Pakistan has better public transit than dmv now. Sad. Miscellaneous People rely on the metro to get to work! Do not cut service. And especially do not increase time between service, especially the 80 bus Bus Service People rely on these services and you can't leave them behind. We must advocate for increased usage of public transit because it's cheaper, but if it costs me the same to pay for my personal car to park in DC as it does to pay for 3 round trip tickets for me and two family members, is have to pick my personal vehicle. That's not common sense Service Levels People with disabilities need Metro Access. Any cuts to service should not happen. MetroAccess Perhaps increase individual trip fares by more than the passes, to incentivize and reward regular use. Also, given the rise in hybrid work, offer pass options that are worth it for those commuting 2-3 days a week, rather than the existing passes that only cater to the old world of everyone going in 5 days. Also unmanageable Fares/Fees/Parking Please charge the drivers of cars more money to travel in the city. This will increase people riding public Fares/Fees/Parking		rares/rees/rarking
Pakistan has better public transit than dmv now. Sad. Miscellaneous People rely on the metro to get to work! Do not cut service. And especially do not increase time between service, especially the 80 bus Bus Service People rely on these services and you can?t leave them behind. We must advocate for increased usage of public transportation because car traffic in DC and Maryland is already terrible Bus Service People rely on these services and you can?t leave them behind. We must advocate for increased usage of public transportation because car traffic in DC and Maryland is already terrible Service Levels People rely on these services and you can?t leave them behind. We must advocate for increased usage of public transportation because car traffic in DC and Maryland is already terrible Service Levels People rely on these services and you can?t leave them behind. We must advocate for increase dusge of public transportation because it's cheaper, but if it costs me the same to pay for my personal car to park in DC as it does to pay for 3 round trip tickets for me and two family members, is have to pick my personal vehicle. That's not common sense Fares/Fees/Parking People with disabilities need Metro Access. Any cuts to service should not happen. MetroAccess Perhaps increase individual trip fares by more than the passes, to incentivize and reward regular use. Also, given the rise in hybrid work, offer pass options that are worth it for those commuting 2-3 days a week, rather than the existing passes that only cater to the old world of everyone going in 5 days. Also raise the weekend prices back up, \$2 is too much of a steal. Fares/Fee		Rus Service
People rely on the metro to get to work! Do not cut service. And especially do not increase time Bus Service Beople rely on these services and you can?t leave them behind. We must advocate for increased usage Bus Service People rely on these services and you can?t leave them behind. We must advocate for increased usage Service Levels People should choose public transit because it's cheaper, but if it costs me the same to pay for my Service Levels People should choose public transit because it's cheaper, but if it costs me the same to pay for my Service Levels People with disabilities need Metro Access. Any cuts to service should not happen. MetroAccess Perhaps increase individual trip fares by more than the passes, to incentivize and reward regular use. Also, given the rise in hybrid work, offer pass options that are worth it for those commuting 2-3 days a week, rather than the existing passes that only cater to the old world of everyone going in 5 days. Also raise the weekend prices back up, \$2 is too much of a steal. Fares/Fees/Parking Please avoid making any big changes to Metro Access. price increase with in reason is fine. Many people riding Metro Access find change very difficult and if training services are not available might be ummanageable MetroAccess Please charge the drivers of cars more money to travel in the city. This will increase people riding public MetroAccess		
between service, especially the 80 bus Bus Service People rely on these services and you can't leave them behind. We must advocate for increased usage of public transportation because car traffic in DC and Maryland is already terrible Service Levels People should choose public transit because it's cheaper, but if it costs me the same to pay for my personal car to park in DC as it does to pay for 3 round trip tickets for me and two family members, is have to pick my personal vehicle. That's not common sense Fares/Fees/Parking People with disabilities need Metro Access. Any cuts to service should not happen. MetroAccess Perhaps increase individual trip fares by more than the passes, to incentivize and reward regular use. Also, given the rise in hybrid work, offer pass options that are worth it for those commuting 2-3 days a week, rather than the existing passes that only cater to the old world of everyone going in 5 days. Also raise the weekend prices back up, \$2 is too much of a steal. Fares/Fees/Parking Please avoid making any big changes to Metro Access. price increase with in reason is fine. Many people riding Metro Access find change very difficult and if training services are not available might bu ummanageable MetroAccess Please charge the drivers of cars more money to travel in the city. This will increase people riding public MetroAccess		
People rely on these services and you can?t leave them behind. We must advocate for increased usage Service Levels of public transportation because car traffic in DC and Maryland is already terrible Service Levels People should choose public transit because it's cheaper, but if it costs me the same to pay for my Service Levels personal car to park in DC as it does to pay for 3 round trip tickets for me and two family members, is Fares/Fees/Parking People with disabilities need Metro Access. Any cuts to service should not happen. MetroAccess Perhaps increase individual trip fares by more than the passes, to incentivize and reward regular use. MetroAccess Also, given the rise in hybrid work, offer pass options that are worth it for those commuting 2-3 days a Fares/Fees/Parking Please avoid making any big changes to Metro Access, price increase with in reason is fine. Many Fares/Fees/Parking Please charge the drivers of cars more money to travel in the city. This will increase people riding public MetroAccess		Bus Service
People should choose public transit because it's cheaper, but if it costs me the same to pay for my personal car to park in DC as it does to pay for 3 round trip tickets for me and two family members, is have to pick my personal vehicle. That's not common sense People with disabilities need Metro Access. Any cuts to service should not happen. MetroAccess Perhaps increase individual trip fares by more than the passes, to incentivize and reward regular use. Also, given the rise in hybrid work, offer pass options that are worth it for those commuting 2-3 days a week, rather than the existing passes that only cater to the old world of everyone going in 5 days. Also raise the weekend prices back up, \$2 is too much of a steal. Please avoid making any big changes to Metro Access. price increase with in reason is fine. Many people riding Metro Access find change very difficult and if training services are not available might be ummanageable Please charge the drivers of cars more money to travel in the city. This will increase people riding public		
personal car to park in DC as it does to pay for 3 round trip tickets for me and two family members, is Fares/Fees/Parking have to pick my personal vehicle. That's not common sense Fares/Fees/Parking People with disabilities need Metro Access. Any cuts to service should not happen. MetroAccess Perhaps increase individual trip fares by more than the passes, to incentivize and reward regular use. MetroAccess Also, given the rise in hybrid work, offer pass options that are worth it for those commuting 2-3 days a sees/Fees/Parking week, rather than the existing passes that only cater to the old world of everyone going in 5 days. Also Fares/Fees/Parking Please avoid making any big changes to Metro Access. price increase with in reason is fine. Many people riding Metro Access find change very difficult and if training services are not available might be unmanageable MetroAccess Please charge the drivers of cars more money to travel in the city. This will increase people riding public MetroAccess		Service Levels
have to pick my personal vehicle. That's not common sense Fares/Fees/Parking People with disabilities need Metro Access. Any cuts to service should not happen. MetroAccess Perhaps increase individual trip fares by more than the passes, to incentivize and reward regular use. MetroAccess Also, given the rise in hybrid work, offer pass options that are worth it for those commuting 2-3 days a week, rather than the existing passes that only cater to the old world of everyone going in 5 days. Also raise the weekend prices back up, \$2 is too much of a steal. Fares/Fees/Parking Please avoid making any big changes to Metro Access. price increase with in reason is fine. Many people riding Metro Access find change very difficult and if training services are not available might be unmanageable MetroAccess Please charge the drivers of cars more money to travel in the city. This will increase people riding public MetroAccess		
People with disabilities need Metro Access. Any cuts to service should not happen. MetroAccess Perhaps increase individual trip fares by more than the passes, to incentivize and reward regular use. Also, given the rise in hybrid work, offer pass options that are worth it for those commuting 2-3 days a week, rather than the existing passes that only cater to the old world of everyone going in 5 days. Also raise the weekend prices back up, \$2 is too much of a steal. MetroAccess Please avoid making any big changes to Metro Access, price increase with in reason is fine. Many people riding Metro Access find change very difficult and if training services are not available might be unmanageable MetroAccess Please charge the drivers of cars more money to travel in the city. This will increase people riding public MetroAccess		Earce/Ease/Parking
Perhaps increase individual trip fares by more than the passes, to incentivize and reward regular use. Also, given the rise in hybrid work, offer pass options that are worth it for those commuting 2-3 days a week, rather than the existing passes that only cater to the old world of everyone going in 5 days. Also raise the weekend prices back up, \$2 is too much of a steal. Please avoid making any big changes to Metro Access. price increase with in reason is fine. Many people riding Metro Access find change very difficult and if training services are not available might be unmanageable Please charge the drivers of cars more money to travel in the city. This will increase people riding public		
Also, given the rise in hybrid work, offer pass options that are worth it for those commuting 2-3 days a week, rather than the existing passes that only cater to the old world of everyone going in 5 days. Also raise the weekend prices back up, \$2 is too much of a steal. Please avoid making any big changes to Metro Access. price increase with in reason is fine. Many people riding Metro Access find change very difficult and if training services are not available might be ummanageable MetroAccess Please charge the drivers of cars more money to travel in the city. This will increase people riding public		
week, rather than the existing passes that only cater to the old world of everyone going in 5 days. Also Fares/Fees/Parking raise the weekend prices back up, \$2 is too much of a steal. Fares/Fees/Parking Please avoid making any big changes to Metro Access. price increase with in reason is fine. Many Fares/Fees/Parking unmanageable MetroAccess Please charge the drivers of cars more money to travel in the city. This will increase people riding public MetroAccess		
Please avoid making any big changes to Metro Access. price increase with in reason is fine. Many people riding Metro Access find change very difficult and if training services are not available might be unmanageable Please charge the drivers of cars more money to travel in the city. This will increase people riding public		
people riding Metro Access find change very difficult and if training services are not available might be unmanageable MetroAccess Please charge the drivers of cars more money to travel in the city. This will increase people riding public	raise the weekend prices back up, \$2 is too much of a steal.	Fares/Fees/Parking
unmanageable MetroAccess Please charge the drivers of cars more money to travel in the city. This will increase people riding public		
Please charge the drivers of cars more money to travel in the city. This will increase people riding public		
ausporation listerialieon?		
	La sportation	initiation in the second s

Comment	Category
Please do not close the Franconia Springfield station, the station is becoming increasingly popular.	Category
There are rumors that this station may close in the future	Rail Service
Please do not close the Grosvenor/Strathmore metro station, as that is the station closest to my home.	
I would not be happy with fare increases or the reduced frequency of trains, but I would probably still	
use Metro even if these things occurred because I value the convenience of taking the Metrorail into Washington, DC, over driving and parking in the city.	Rue Carrier
Please do not cut hours of operation. The creation of 24/7 bus service this year was a great step	Bus Service
forward and one I hope to see coming soon to metro rail!	Bus Service
Please do not cut service unless effect on ridership is minimal to avoid service death spiral. In some	
cases, increasing frequency could boost revenues and ridership (as evidenced by busses in suburban	
Toronto), so please investigate. Please also raise revenue by aggressively selling/leasing land around	
matrix stations, including building on top of bus bays (e.g. Brookland station). Please also reclaim revenue/improve customer experience through fare and rule enforcement - in some cities (e.g.	
Philadelphia), smoking has become rampant - please ensure this does not happen here. Thank you!	Bus Service
Please do not decrease bus service in the Northeast and Southeast quadrants. It is extremely hard to	
navigate from those quadrants to elsewhere without dependable, consistent bus service, especially the	
D4, D8, 96 and 80 lines.	Bus Service
Please do NOT drop both the 63 and 64 routes between federal triangle and Georgia Avenue. This is an important route. You can decrease mid-day service and keep one of the two lines. Thank you.	Bus Service
Please do not eleminate L8. IT IS THE ONE TO TAKE ME TO WORK.	Bus Service
PLEASE DO NOT ELIMINATE OR REDUCE THE D6 ROUTE FROM STADIUM ARMORY TO METRO CENTER.	
THIS IS A VITAL DOWNTOWN TO RESIDENTIAL CONNECTION USED BY CAPITOL HILL AND HILL EAST	
RESIDENTS TO ACCESS DOWNTOWN JOBS AND SHOPPING.	Bus Service
please do not eliminate the cross-town 96 bus or eliminate Sat/Sun service on N2, N4, N6 - these are	Bus Service
vital!! Please do not eliminate the E2 on weekdays! This is how my sons get to school. I would rather pay a	Bus Service
reduced student rate (rather than have Kids Ride Free) but keep the bus line running.	Bus Service
Please do not eliminate the G8 weekend service! It is the best way for folks in the Brookland area to	
access nightlife in Shaw on the weekends. In fact, especially if the line is shortened to eliminate access	
to Metro Center/Mcpherson, I imagine a primary use of this line would be to access	
nightlife/restaurants/etc. It is also most appealing as a bus line on the weekends because you don?t have to deal with the Rhode Island Ave traffic (I tend to only take it in non rush hours because of this	
traffic)	Bus Service
Please do not eliminate the H6 bus. The other buses on that route (B8 and B9) were already eliminated	
in the last round of cuts. It is the only bus line that serves the Langdon Community. It provides direct	
access to the metro and schools for many families and employees. The next closest bus routes near this	
neighborhood are up steep hills that some of our neighbors who have disabilities will struggle to	
access. This bus line connects the Woodridge/Langdon/Brookland communities, and allows these neighbors to access the restaurants and businesses along 12th Street in Brookland without burdening	
the neighborhood with more cars. In addition, this bus line provides access for these neighbors to the	
Brookland farmers market, the closest local farmers market, on Saturdays. This bus line is often busy	
and should not be eliminated.	Bus Service
Please DO NOT eliminate the River Road T2 bus route or reduce hours. I rely entirely on this bus route	
to get to Rockville as well as other areas on route.	Bus Service
PLEASE DO NOT GET RID OF THE 96 PLEASEEEEEEEE PLS PLS Please do not get rid of the J12 bus route. I depend on that bus route to take me to school, work,	Miscellaneous
grocery store etc almost every day and it is closest to my neighborhood where it does not require me to	
walk down the street when it is unsafe at night or very early in my morning while dark. I have been	
robbed at gunpoint TWICE due to having to walk further away to/from my house. Also, A12 is the most	
dependable bus service I know and reducing it?s hours and frequency would be detrimental to me as I	
use it to save money not having to take the train to new Carrollton station which, I also use to take	
another bus to Bowie state university which in turn saves me a tremendous amount of money with the little money I do earn at the moment. Thank you.	Bus Service
Please do not let the system close any earlier than it already does, there are so many people in this city	
who do not work from 9-5 on weekdays. I usually get off work at midnight and just barely make the last	
train and there are so many other people like me. More people would use the train late at night if it	
were an option.	Rail Service
Please do NOT lower frequency of silver line trains. Since silver line opened to Dulles, it is	
uncomfortably packed during rush hour everyday. Please do not reduce service. I cannot afford for the price to increase and this is my only mode of	Bus Service
transportation	Service Levels
Please do not remove the 42/43 service on weekends or end metro rail hours at 10pm.	Rail Service
Please don?t cancel the D6 (or 96). We use them to get to work, as well as many kids use them to get	
to school.	Bus Service
Please don?t cut the M4, or any of the other bus lines that are used to transport students to Deal and Jackson-Reed	Bus Service
Please don?t cut the T2. It?s my only bus option to get to Giant.	Bus service Bus Service
Please don't make public transit less available or affordable. Neither will encourage ridership. Making	
public transportation cheaper and more reliable is the only thing that can encourage more riders and	
fewer cars.	Miscellaneous
Please don?t reduce service. The trains frequency is what makes DC considerably more walkable than	Pur Convico
most of the US. Please don?t remove the routes T2 and L8 especially the T2 I am a student and I have no other way to	Bus Service
get to school!!	Bus Service
Please don?t take out Hyattsville Crossing	Miscellaneous
Please don't cancel the D6. It's the only metrobus I use!	Bus Service
Please don't close so many stations and lines, I don't want a death spiral :((Rail Service
Please don't completely cut bus lines. Reducing time between trips would be better. Please don't close	
any Metro stations. I think completing cutting service would impact low income neighborhoods. For the bus line I use to commute (17M/17B), if the route is cut, I'll have no option but to buy a car and	
stop using Metro altogether. The more cuts you make the less people will use Metro.	Bus Service
Please don't cut the service of the D6 bus. It's the only public transportation connection in my	
neighborhood. The metro station is not within walking distance.	Bus Service
Please don't cut, reduce or jeopardize the N2, N6 or 33 bus lines. I take them to doctor appointments,	
museums, shopping, etc. The two stops closest to me were eliminated recently when bike lines were installed on New Mexico Avenue NW (N2 and N6 at Lowell and at 42rd Streets). Residents got no notice	
installed on New Mexico Avenue NW (N2 and N6 at Lowell and at 43rd Streets). Residents got no notice the stops would be taken away. I now have a farther walk either uphill to Macomb (a difficult climb for	
health reasons) or a longer walk downhill to Cathedral Ave. and New Mexico. I also use the 33 bus	
many times. If you eliminate the N6 on Saturdays, that would cut me off from getting places on	
weekends, since the N2 doesn't operate on weekends. Please don't do that. Thank you for your	Bus Service

Comment Please don't decrease servie on Metrorail and Metrobus to such an extent that people will prefer cars	
Please don't decrease servie on Metrorail and Metrohus to such an extent that people will prefer cars	Category
to public transport. For example, by taking out the 96 and D6, you are cutting off Capitol hill from the	
red line for people who are not right near an orange line metro station.	Bus Service
Please don't increase the fares especially of metrorails. If you increase atleast provide student	Fares/Fees/Parking
Please don't put more cars on our roads. Find a way to keep the buses going. they are a lifeline for so	Rus Sanisa
many	Bus Service Miscellaneous
Please don't raise the faire	Miscellaneous Rail Service
please don't reduce or eliminate stops on green and red line	
Please find a way to keep metro?s service intact Please get funding from literally any other source, like the privatized health industry or something	Rail Service Capital Budget
Please increase the operations efficiency over fare increase or service cut.	Bus Service
Please just leave the metro the way it is. There has been no problems so farincreasing the fare and	Bus service
changing bus routes is silly and unnecessary.	Bus Service
Please keep me service to Fy. Washington, MD. I can't afford Lyft and Uber every day. If anything,	Bus service
please consider increasing service because the bus stops so early. And consider adding weekend	Bus Service
Please keep the 96 and d6 bus routes they are heavily used by DCPS and DC charter students to get to	
and from school. DCPS has no school buses - these routes are critical for our kids to get to school	Bus Service
Please keep the 96 bus route. It?s critical for the workforce, women?s shelter, and jail. Also, an added	
amenity for the new housing developments in the stadium armory neighborhood as well as providing	
critical access to the greenways by the river for outdoor recreation.	Bus Service
Please keep the G2!!!! My chariot! My trusty steed! Bus of my heart, bus of my dreams.	Bus Service
Please keep the T2 route!!!	Bus Service
Please keep the trains running often and late nights. Thank you or you?all	Rail Service
please no fair increases, it's already pretty pricey as it is on the daily. as a daily traveler to ashburn the	
metro fairs hurt my pockets as is	Rail Service
Please pay for service by reducing fare evasion. It's not fair to increase rates for the minority of law	
abiding patrons while most people don't pay. We're tired of government support for criminals. This city	
government is absolute trash	Fare Evasion/Safety/Crime
PLEASE PLEASE do not make changes to the D6 bus, on which many children and adults rely on a daily	
basis. It's a fantastic route that goes from Capitol Hill through many neighborhoods and areas where	
people work, visit, or otherwise travel.	Bus Service
Please please make either the 31 or 33 an express bus - it takes forever to get downtown!	Bus Service
Please start a campaign to call on congress to change the Metro charter and allow it to carry a budget	
deficit so we don't have to deal with this nonsense	Operating Budget, Management and Spending
Please stop all of the free riders! I see people jumping over the entrance gates every day.	Miscellaneous
Please think about extending the Yellow Line to Fort Totten, instead of ending at Mt. Vernon	Miscellaneous
Please, do everything you can to stop this. I love metro and I cannot have the fares increase OR service	
decrease.	Fares/Fees/Parking
Please, please do not cut the D6. I take it to work daily and we take it downtown on the weekends all	
the time. That bus is full every time. It?s a link for everyone in hill east/RFK that would be sorely	
missed. Half the time I take the bus the fare swiper machine is broken. I and everyone else on the bus	
would gladly pay but there?s no way to do so. Now the proposal is to take away our service when	
we?ve been supporting metro and wanting to pay for our rides! Please find other solutions besides	
cutting off the only way working folks and kids can get to work and school.	Bus Service
Pls don't remove R12	Bus Service
pls keep clarendon	Miscellaneous
Please do not increase the price, or remove routes	Bus Service
Because buses are not passing at the time that passed the arrival at work before Prioritize keeping routes to low-income areas. Discourage use of cars in the city.	Bus Service Bus Service
Public transit should be accessible, physically and financially.	Operating Budget, Management and Spending
Public transportation is critically important infrastructure and a key environmental justice issue. To	
·	
move swiftly toward a fossil fuel-free DC and meet DC's ambitious climate goals. DC needs to expand	
move swiftly toward a fossil fuel-free DC and meet DC's ambitious climate goals, DC needs to expand public transportation as much as possible. This includes expanding (not reducing) service as well as	
public transportation as much as possible. This includes expanding (not reducing) service as well as	
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in	
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate.	
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in	
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic	
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders	
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from;	
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline	Operating Budget, Management and Spending
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC	Operating Budget, Management and Spending
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service.	Operating Budget, Management and Spending
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service.	
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service. Public transportation should be relable with good frequency to attract public to use it. I notice there are significant number of free riders that would just jump out of turnstile entry and exit - this should be	
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service. Public transportation should be reliable with good frequency to attract public to use it. I notice there are significant number of free riders that would just jump out of turnstile entry and exit - this should be controlled better - probably with a higher barrier to capture more paid public transportation. For metro bus, I notice frequent out of order payment machine - another reasons payment is not recorded properly.	Bus Service
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service. Public transportation should be reliable with good frequency to attract public to use it. I notice there are significant number of free riders that would just jump out of turnstile entry and exit - this should be controlled better - probably with a higher barrier to capture more paid public transportation. For metro bus, I notice frequent out of order payment machine - another reasons payment is not recorded properly. What a shame that we are going to be without that service	Bus Service Service Levels
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service. Public transportation should be reliable with good frequency to attract public transportation. For metro controlled better - probably with a higher barrier to capture more paid public transportation. For metro bus, I notice frequent out of order payment machine - another reasons payment is not recorded properly. What a shame that we are going to be without that service Do not lower the subway functions	Bus Service
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service. Public transportation should be reliable with good frequency to attract public transportation. For metro controlled better - probably with a higher barrier to capture more paid public transportation. For metro bus, I notice frequent out of order payment machine - another reasons payment is not recorded properly. What a shame that we are going to be without that service Do not lower the subway functions R1 R2 and C8 are the only bus by where I live, so will be sooo bad if they cut them. So please consider	Bus Service Service Levels
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service. Public transportation should be relabled with good frequency to attract public to use it. I notice there are significant number of free riders that would jus jump out of turnstile entry and exit - this should be controlled better - probably with a higher barrier to capture more paid public transportation. For metro bus, I notice frequent out of order payment machine - another reasons payment is not recorded properly. What a shame that we are going to be without that service Do not lower the subway functions R1 R2 and C3 are the only bus by where I live, so will be sooo bad if they cut them. So please consider people like me staying around here and not driving it be bad for us because that's how I go to work "go	Bus Service Service Levels Miscellaneous
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service. Public transportation should be reliable with good frequency to attract public to use it. I notice there are significant number of free riders that would just jump out of turnstile entry and exit - this should be controlled better - probably with a higher barrier to capture more paid public transportation. For metro bus, I notice frequent out of order payment machine - another reasons payment is not recorded properly. What a shame that we are going to be without that service Do not lower the subway functions R1 R2 and C8 are the only bus by where I live, so will be sooo bad if they cut them. So please consider people like me staying around here and not driving it be bad for us because that's how I go to work, go my doctor's visits and my groceries. Thanks	Bus Service Service Levels Miscellaneous Bus Service
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service. Public transportation should be reliable with good frequency to attract public transportation. For metro bus, I notice frequent out of order payment machine - another reasons payment is not recorded properly. What a shame that we are going to be without that service Do not lower the subway functions R1 R2 and C8 are the only bus by where I live, so will be sooo bad if they cut them. So please consider people like me staying around here and not driving it be bad for us because that's how I go to work ,go my doctor's visits and my groceries. Thanks R2 Bad weekend services	Bus Service Service Levels Miscellaneous Bus Service Bus Service
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service. Public transportation should be reliable with good frequency to attract public transportation. For metro controlled better - probably with a higher barrier to capture more paid public transportation. For metro bus, I notice frequent out of order payment machine - another reasons payment is not recorded properly. What a shame that we are going to be without that service Do not lower the subway functions R1 R2 and C8 are the only bus by where I live, so will be sooo bad if they cut them. So please consider people like me staying around here and not driving it be bad for us because that's how I go to work ,go my doctor's visits and my groceries. Thanks R2 Bad weekend services Raise parking at metro stations higher than 20%	Bus Service Service Levels Miscellaneous Bus Service Bus Service Fares/Fees/Parking
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service. Public transportation should be reliable with good frequency to attract public to use it. I notice there are significant number of free riders that would just jump out of turnstile entry and exit - this should be controlled better - probably with a higher barrier to capture more paid public transportation. For metro bus, I notice frequent out of order payment machine - another reasons payment is not recorded properly. What a shame that we are going to be without that service Do not lower the subway functions R1 R2 and C8 are the only bus by where I live, so will be sooo bad if they cut them. So please consider people like me staying around here and not driving it be bad for us because that's how I go to work ,go my doctor's visits and my groceries. Thanks R2 Bad weekend services Raise parking at metro stations higher than 20% Raise the minimum wage because this increased on our fare will affect low income families.	Bus Service Service Levels Miscellaneous Bus Service Bus Service
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service. Public transportation should be reliable with good frequency to attract public to use it. I notice there are significant number of free riders that would just jump out of turnstile entry and exit - this should be controlled better - probably with a higher barrier to capture more paid public transportation. For metro bus, I notice frequent out of order payment machine - another reasons payment is not recorded properly. What a shame that we are going to be without that service Do not lower the subway functions R1 R2 and C8 are the only bus by where I live, so will be sooo bad if they cut them. So please consider people like me staying around here and not driving it be bad for us because that's how I go to work, go my doctor's visits and my groceries. Thanks R2 Bad weekend services Raise parking at metro stations higher than 20% Raise the minimum wage because this increased on our fare will affect low income families. Raising prices is an unfortunate reality of this inflationary environment. For lower income folks, it's	Bus Service Service Levels Miscellaneous Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service. Public transportation should be reliable with good frequency to attract public transportation. For metro bus, I notice frequent out of order payment machine - another reasons payment is not recorded properly. What a shame that we are going to be without that service Do not lower the subway functions R1 R2 and C8 are the only bus by where I live, so will be sooo bad if they cut them. So please consider people like me staying around here and not driving it be bad for us because tha's how I go to work ,go my doctor's visits and my groceries. Thanks R2 Bad weekend services Raise parking at metro stations higher than 20% Raise the minimum wage because this increased on our fare will affect low income families. Raising prices is an unfortunate reality of this inflationary environment. For lower income folks, it's probably les painful to increase fares a bit than to close all those stations	Bus Service Service Levels Miscellaneous Bus Service Bus Service Fares/Fees/Parking
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service. Public transportation should be reliable with good frequency to attract public to use it. I notice there are significant number of free riders that would just jump out of turnstile entry and exit - this should be controlled better - probably with a higher barrier to capture more paid public transportation. For metro bus, I notice frequent out of order payment machine - another reasons payment is not recorded properly. What a shame that we are going to be without that service Do not lower the subway functions R1 R2 and C8 are the only bus by where I live, so will be sooo bad if they cut them. So please consider people like me staying around here and not driving it be bad for us because that's how I go to work ,go my doctor's visits and my groceries. Thanks R2 Bad weekend services Raise parking at metro stations higher than 20% Raise the minimum wage because this increased on our fare will affect low income families. Raising prices is an unfortunate reality of this inflationary environment. For lower income folks, it's probably less painful to increase fares a bit than to close all those stations stations should be reality of this inflationary environment. For lowe	Bus Service Service Levels Miscellaneous Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service. Public transportation should be reliable with good frequency to attract public to use it. I notice there are significant number of free riders that would just jump out of turnstile entry and exit - this should be controlled better - probably with a higher barrier to capture more paid public transportation. For metro bus, I notice frequent out of order payment machine - another reasons payment is not recorded properly. What a shame that we are going to be without that service Do not lower the subway functions R1 R2 and C8 are the only bus by where I live, so will be sooo bad if they cut them. So please consider people like minimum wage because this increased nour fare will affect low income families. Raise parking at metro stations higher than 20% Raise the minimum wage because this increase or our fare will affect low income families. Raising prices is an unfortunate reality of this inflationary environment. For lower income folks, it's probably less painful to increase fares a bit than to close all those stations and and the solar stations and environs of the stations and environs environment. For lower income folks, it's probably less painful to increase fares	Bus Service Service Levels Miscellaneous Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service. Public transportation should be reliable with good frequency to attract public transportation. For metro bus, I notice frequent out of order payment machine - another reasons payment is not recorded properly. What a shame that we are going to be without that service Do not lower the subway functions R1 R2 and C8 are the only bus by where I live, so will be sooo bad if they cut them. So please consider people like me staying around here and not driving it be bad for us because that's how I go to work, go my doctor's visits and my groceries. Thanks R2 Bad weekend services Raise parking at metro stations higher than 20% Raise the minimum wage because this increased on our fare will affect low income families. Raising prices is an unfortunate reality of this inflationary environment. For lower income folks, it's probably less painful to increase fares a bit than to close all those stations Rather than consider either fare increases or service cuts, I would strongly suggest that WMATA address the problem of fare; Jumpers. EVERS vingle time I ride metroaii or metrobus, I invariably see multiple individuals fail to pay the fare. I think it is ABSOLUTELY OUTRAGEGEOUS tha	Bus Service Service Levels Miscellaneous Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service. Public transportation should be relabled with good frequency to attract public transportation. For metro bus, I notice frequent out of order payment machine - another reasons payment is not recorded properly. What a shame that we are going to be without that service Do not lower the subway functions R1 R2 and G2 are the only bus by where I live, so will be sooo bad if they cut them. So please consider people like me staying around here and not driving it be bad for us because that's how I go to work ,go my doctor's visits and my groceries. Thanks R2 Bad weekend services Raise parking at metro stations higher than 20% Raise the minimum wage because this increased on our fare will affect low income families. Raising prices is an unfortunate reality of this inflationary environment. For lower income folks, it's probably less painful to increase fares a bit than to close all those stations. Rather than consider either fare increases or service cuts, I would strongly suggest that WMATA address the problem of fare impress. EVERY single time I ride metrorail or metrobus, linviably see multiple individuals fail to pay the fare. I think it is ABSOUTEEY OUTRAGEGEOUS that W	Bus Service Service Levels Miscellaneous Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service. Public transportation should be reliable with good frequency to attract public to use it. I notice there are significant number of free riders that would just jump out of turnstile entry and exit - this should be controlled better - probably with a higher barrier to capture more paid public transportation. For metro bus, I notice frequent out of order payment machine - another reasons payment is not recorded propery. What a shame that we are going to be without that service Do not lower the subway functions R1 R2 and C8 are the only bus by where I live, so will be sooo bad if they cut them. So please consider people like me staying around here and not driving it be bad for us because that's how I go to work ,go my doctor's visits and my groceries. Thanks R2 Bad weekend services Raise parking at metro stations higher than 20% Raise the minimum wage because this increased on our fare will affect low income families. Raising prices is an unfortunate reality of this inflationary environment. For lower income folks, it's probably less painful to increase fares a bit than to close all those stations Rather than consider either fare increases or service cuts, I would st	Bus Service Service Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Bus Service
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service. Public transportation should be reliable with good frequency to attract public to use it. I notice there are significant number of free riders that would just jump out of turnstile entry and exit - this should be controlled better - probably with a higher barrier to capture more paid public transportation. For metro bus, I notice frequent out of order payment machine - another reasons payment is not recorded properly. What a shame that we are going to be without that service Do not lower the subway functions R1 R2 and C8 are the only bus by where I live, so will be sooo bad if they cut them. So please consider people like mestaying around here and not driving it be bad for us because that's how I go to work ,go my doctor's visits and my groceries. Thanks R2 Bad weekend services Raise the minimum wage because this increased on our fare will affect low income families. Raising prices is an unfortunate reality of this inflationary environment. For lower income folks, it's probably less painful to increase fares a bit than to close all those stations Rather than consider either fare increases or service cuts, I would strongly suggest that WMATA as the AUDACI	Bus Service Service Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service. Public transportation should be reliable with good frequency to attract public to use it. I notice there are significant number of free riders that would just jump out of turnstile entry and exit - this should be controlled better - probably with a higher barrier to capture more paid public transportation. For metro bus, I notice frequent out of order payment machine - another reasons payment is not recorded properly. What a shame that we are going to be without that service Do not lower the subway functions R1 R2 and C8 are the only bus by where I live, so will be sooo bad if they cut them. So please consider people like me staying around here and not driving it be bad for us because that's how I go to work .go my doctor's visits and my groceries. Thanks R2 Bad weekend services Raise parking at metro stations higher than 20% Raise the minimum wage because this inflationary environment. For lower income folks, it's probably less painful to increase fares a bit than to close all those stations Rather than consider either fare increases or service cuts, I would strongly suggest that WMATA address the problem of fare jumpers. EVERY single time I ride metrorail or m	Bus Service Service Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Bus Service
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service. Public transportation should be reliable with good frequency to attract public to use it. I notice there are significant number of free riders that would just jump out of turnstile entry and exit - this should be controlled better - probably with a higher barrier to capture more paid public transportation. For metro bus, I notice frequent out of order payment machine - another reasons payment is not recorded properly. What a shame that we are going to be without that service Do not lower the subway functions R1 R2 and C8 are the only bus by where I live, so will be sooo bad if they cut them. So please consider people like me staying around here and not driving it be bad for us because that's how I go to work ,go my doctor's visits and my groceries. Thanks R2 Bad weekend services Raise parking at metro stations higher than 20% Raise the minimum wage because this increased on our fare will affect low income families. Raising prices is an unfortunate reality of this inflationary environment. For lower income folks, it's probably less painful to increase fares a bit than to close all those stations Rather than consider either fare increases or service cuts, I would s	Bus Service Service Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service. Public transportation should be reliable with good frequency to attract public to use it. I notice there are significant number of free riders that would just jump out of turnstile entry and exit - this should be controlled better - probably with a higher barrier to capture more paid public transportation. For metro bus, I notice frequent out of order payment machine - another reasons payment is not recorded properly. What a shame that we are going to be without that service Do not lower the subway functions R1 R2 and C8 are the only bus by where I live, so will be sooo bad if they cut them. So please consider people like me staying around here and not driving it be bad for us because that's how I go to work ,go my doctor's visits and my groceries. Thanks R2 Bad weekend services an unfortunate reality of this inflationary environment. For lower income folks, it's probably less painful to increase fares a bit than to close all those stations Rains prices is an unfortunate reality of this inflationary environment. For lower income folks, it's probably less painful to increase fares a bit than to close all thors negles that WMATA address the problem of fare jumpers.	Bus Service Service Levels Miscellaneous Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Miscellaneous
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service. Public transportation should be reliable with good frequency to attract public to use it. I notice there are significant number of free riders that would just jump out of turnstile entry and exit - this should be controlled better - probably with a higher barrier to capture more paid public transportation. For metro bus, I notice frequent out of order payment machine - another reasons payment is not recorded properly. What a shame that we are going to be without that service Do not lower the subway functions R1 R2 and C8 are the only bus by where I live, so will be sooo bad if they cut them. So please consider people like me staying around here and not driving it be bad for us because that's how I go to work, go my doctor's visits and my groceries. Thanks R2 Bad weekend services Raise parking at metro stations higher than 20% Raise the minimum wage because this increased on our fare will affect low income families. Raising prices is an unfortunate reality of this inflationary environment. For lower income folks, it's probably less painful to increase fares a bit than to close all those stations RAther than consider either fare increases or service cuts,	Bus Service Service Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service. Public transportation should be relabled with good frequency to attract public to use it. I notice there are significant number of free riders that would just jump out of turnstile entry and exit - this should be controlled better - probably with a higher barrier to capture more paid public transportation. For metro bus, I notice frequent out of order payment machine - another reasons payment is not recorded properly. What a shame that we are going to be without that service Do not lower the subway functions R1 R2 and G2 are the only bus by where I live, so will be sooo bad if they cut them. So please consider people like me staying around here and not driving it be bad for us because that's how I go to work ,go my doctor's visits and my groceries. Thanks R2 Bad weekend services Raise parking at metro stations higher than 20% Raise the minimum wage because this increased on our fare will affect low income families. Raising prices is an unfortunate reality of this inflationary environment. For lower income folks, it's probably less painful to increase fares a bit than to close all those stations Rather than consider either fare increases or service cuts, I would s	Bus Service Service Levels Miscellaneous Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service. Public transportation should be reliable with good frequency to attract public to use it. I notice there are significant number of free riders that would just jump out of turnstile entry and exit - this should be controlled better - probably with a higher barrier to capture more paid public transportation. For metro bus, I notice frequent out of order payment machine - another reasons payment is not recorded propery. What a shame that we are going to be without that service Do not lower the subway functions R1 R2 and C8 are the only bus by where I live, so will be sooo bad if they cut them. So please consider people like me staying around here and not driving it be bad for us because that's how I go to work ,go my doctor's visits and my groceries. Thanks R2 Bad weekend services Raise parking at metro stations higher than 20% Raise the minimum wage because this increased on our fare will affect low income families. Raising prices is an unfortunate reality of this inflationary environment. For lower income folks, it's probably less painful to increase fares a bit than to close all those stations Rather than consider either fare increases or service cuts, I would st	Bus Service Service Levels Miscellaneous Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Operating Budget, Management and Spending
public transportation as much as possible. This includes expanding (not reducing) service as well as motivating citizens to choose public transit as opposed to private cars. The costs of not investing in public transportation will be huge - in terms of people's health as well as the stability of our climate. Our nation's capital needs to be a shining example of great, accessible public transportation - drastic service cuts and station closures are simply not the way to go. Metro and its regional partners/funders need to work together to fully fund Metro. There are numerous places this money could come from; astronomically high police budgets could be reduced, higher taxes on private vehicles or on gasoline could be implemented, etc. Please prioritize the current and future health and well-being of DC residents by preserving and expanding Metro service. Public transportation should be relabled with good frequency to attract public to use it. I notice there are significant number of free riders that would just jump out of turnstile entry and exit - this should be controlled better - probably with a higher barrier to capture more paid public transportation. For metro bus, I notice frequent out of order payment machine - another reasons payment is not recorded properly. What a shame that we are going to be without that service Do not lower the subway functions R1 R2 and G2 are the only bus by where I live, so will be sooo bad if they cut them. So please consider people like me staying around here and not driving it be bad for us because that's how I go to work ,go my doctor's visits and my groceries. Thanks R2 Bad weekend services Raise parking at metro stations higher than 20% Raise the minimum wage because this increased on our fare will affect low income families. Raising prices is an unfortunate reality of this inflationary environment. For lower income folks, it's probably less painful to increase fares a bit than to close all those stations Rather than consider either fare increases or service cuts, I would s	Bus Service Service Levels Miscellaneous Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service

Comment Category Riders already face many buses that don't show up as scheduled. A 20-minute wait becomes 40 minutes, 30 becomes 60, etc. By reducing service, you risk losing riders. Many riders don't feel safe riding either Metro rail or bus at night or in isolated spots during the day due to concern about street crimes. From a practical point of view, why cut routes when more workers are returning to the office? The city needs to put better lighting on the streets. What will the fares be? What about workers like health care (hospital), security guards, cleaning staff, and other workers are returning to the office? The city needs to put better lighting on the streets. What will the fares be? What about workers like health care (hospital), security guards, cleaning staff, and other workers who must work very early or late hours? What is the city doing to improve security in stretches of unoccupied office buildings that workers must pass on dark streets to reach their destination? Metro has announced closures we face this summer for rail service; immediately, it should announce the bus routes that will substitute, the protes, and frequency. Silver, Spring statin closing 3-4 months? What's the plan? When buses move about our city streets, they keep areas from being deserted. Fewer buses mean more deserted and dafrk streets. Please don't cut services. WMATA needs to hold meetings to see whether riders have some logical solutions to routes and the location of stops. Rush hour and Metrorail car cleanliness are tops in my book. Bumping my \$4.00 to nearly \$8 isn?t Safety First] Set*** Metrono, really, S**** Metrol! They threaten this 'nuclear option' EVERY year: drastic reductions, drastic, drastic, drastic, crastic. Everything inexorably framed as drastic. So I've taken it to its logical extreme and supported EVERY cut and EVERY reduction that the sophists in Metro's 'How Can We Postion This Trojan Hors' To Try'I'N Justify Every Budgie	
minutes, 30 becomes 60, etc. By reducing service, you risk losing riders. Many riders don't feel safe riding either Metro rail or bus at night or in isolated spots during the day due to concern about street crime. If you cut service, you leave riders waiting longer and increasing vulnerability as target for crimes. From a practical point of view, why cut routes when more workers are returning to the office? The city needs to put better lighting on the streets. What will the fares be? What about workers like health care (hospital), security guards, cleaning staff, and other workers who must work very early or late hours? What is the city doing to improve security in stretches of unoccupied office buildings that workers must pass on dark streets to reach their destination? Metro has announced closures we face this summer for rail service; immediately, it should announce the bus routes that will substitute, the routes, and frequency. Silver Spring station closing 3-4 months? What's the plan? When buses move about our city streets, they keep areas from being deserted. Fewer buses mean more deserted and dafrk streets. Please don't cut services. WMATA needs to hold meetings to see whether riders have some logical solutions to routes and the location of stops. Rush hour and Metrorail car cleanliness are tops in my book. Bumping my \$4.00 to nearly \$8 isn?t Safety First! Safety First! Cetters, drastic, drastic, drastic, drastic, creating, famed as drastic. So I've taken it to its logical extreme and supported EVERY reduction that the sophists in Metro's 'How Can We Position This Trojan Horse To Try Nustify Everp Budgie Gimmick, Unwarranted Muni Contribution and Fare Increase We Think We can Scaremonger?' department. Instead, I say, 'go ahead and doi t. I call the bluff.' Cut the frequencies, cut the employees, cut the miserably subpar service and, most especially, deeply cut Metro support staff, administration and Execs. Do anybody in an office, at Iike an 80% staff reduction. After all, the hilarious irony in Metro's c	
riding either Metro rail or bus at night or in isolated spots during the day due to concern about street crime. If you cut service, you leave riders waiting longer and increasing vulnerability as target for crimes. From a practical point of view, why cut routes when more workers are returning to the office? The city needs to put better lighting on the streets. What will the fares be? What about workers like health care (hospital), security guards, cleaning staff, and other workers who must work very early or late hours? What is the city doing to improve security in stretches of unoccupied office buildings that workers must pass on dark streets to reach their destination? Metro has announced closures we face this summer for rail service; immediately, it should announce the bus routes that will substitute, the routes, and frequency. Silver Spring station closing 3-4 months? What's the plan? When buses move about our city streets, they keep areas from being deserted. Fewer buses mean more deserted and dafrk streets. Please don't cut services. WMATA needs to hold meetings to see whether riders have some logical solutions to routes and the location of stops. Rush hour and Metrorail car cleanliness are tops in my book. Bumping my \$4.00 to nearly \$8 isn? the Sus Service Safety First! Sc*** Metrono, really, S**** Metrol! They threaten this 'nuclear option' EVERY year: drastic reductions, drastic, mavranted Muni Contribution and Fare Increase	
crime. If you cut service, you leave riders waiting longer and increasing vulnerability as target for crimes. From a practical point of view, why cut routes when more workers are returning to the office? The city needs to put better lighting on the streets. What will the fares be? What about workers like health care (hospital), security guards, cleaning staff, and other workers who must work very early or late hours? What is the city doing to improve security in stretches of unoccupied office buildings that workers must pass on dark streets to reach their destination? Metro has announced closures we face this summer for rail service; immediately, it should announce the bus routes that will substitute, the routes, and frequency. Silver Spring station closing 3-4 months? What's the plan? When buses move about our city streets, they keep areas from being deserted. Fewer buses mean more deserted and dark streets. Please don't cut services: WMATA needs to hold meetings to see whether riders have some logical solutions to routes and the location of stops. Rush hour and Metrorail car cleanliness are tops in my book. Bumping my \$4.00 to nearly \$8 isn?t Safety First] Set*** Metrono, really, S**** Metrol!! They threaten this 'nuclear option' EVERY year: drastic reductions, drastic, sout the torubs for metro's How Can We Position This Trojan Horse To Try 'N Justify Every Budgie Gimmick, Unwarranted Muni Contribution and Fare Increase We Think We Can Scaremonger?' department. Instead, I say, 'go ahead and do it. I call the bluff.' Cut the frequencies, cut the employees, cut the miserably subpar service and, most especially, deeply cut Metro support staff, administration and Execs. Do anybody in an office, at like an 80% staff reduction. After all, the hilarious irrony in Metro's cy	
crimes. From a practical point of view, why cut routes when more workers are returning to the office? The city needs to put better lighting on the streets. What will the fares be? What about workers like health care (hospital), security guards, cleaning staff, and other workers who must work very early or late hours? What is the city doing to improve security in stretches of unoccupied office buildings that workers must pass on dark streets to reach their destination? Metro has announced closures we face this summer for rail service; immediately, it should announce the bus routes that will substitute, the routes, and frequency. Silver Spring station closing 3-4 months? What's the plan? When buses move about our city streets, they keep areas from being deserted. Fewer buses mean more deserted and dafrk streets. Please don't cut services. WMATA needs to hold meetings to see whether riders have some logical solutions to routes and the location of stops. Rush hour and Metrorail car cleanliness are tops in my book. Bumping my \$4.00 to nearly \$8 isn?t Safety First! Sc*** Metrono, really, S**** Metro!! They threaten this 'nuclear option' EVERY year: drastic reductions, drastic, drastic, drastic, drastic. Everything inexorably framed as drastic. So I've taken it to its logical extreme and supported EVERY cut and EVERY reduction that the sophists in Metro's 'How Can We Position This Trojan Horse To Try 'N Justify Every Budgie Gimmick, Unwarranted Muni Contribution and Fare Increase We Think We can Scaremonger?' department. Instead, I say, 'go ahead and do i. I. call the bluff.' Cut the frequencies, cut the omployees, cut the miserably subpar service and, most especially, deeply cut Metro support staff, administration and Execs. Do anybody in an office, at like an 80% staff reduction. After all, the hilarioous irony in Metro's cynical (and	
The city needs to put better lighting on the streets. What will the fares be? What about workers like health care (hospital), security guards, cleaning staff, and other workers who must work very early or late hours? What is the city doing to improve security in stretches of unoccupied office buildings that workers must pass on dark streets to reach their destination? Metro has announced closures we face this summer for rail service; immediately, it should announce the bus routes that will substitute, the routes, and frequency. Silver Spring station closing 3-4 months? What's the plan? When buses move about our city streets, they keep areas from being deserted. Fewer buses mean more deserted and dafrk streets. Please don't cut services. WMATA needs to hold meetings to see whether riders have some logical solutions to routes and the location of stops. Rush hour and Metrorail car cleanliness are tops in my book. Bumping my \$4.00 to nearly \$8 isn?t Safety First! Sc*** Metrono, really, S**** Metrol! They threaten this 'nuclear option' EVERY year: drastic reductions, drastic, uthe employees, cut the employees, cut the miserably contribution and Fare Increase We Think We Can Scaremonger? department. Instead, I say, 'go ahead and do i. I. call the bluff.' Cut the frequencies, cut the routes, cut the employees, cut the miserably subpar service and, most especially, deeply cut Metro support staff, administration and	
health care (hospital), security guards, cleaning staff, and other workers who must work very early or late hours? What is the city doing to improve security in stretches of unoccupied office buildings that workers must pass on dark streets to reach their destination? Metro has announced closures we face this summer for rail service; immediately, it should announce the bus routes that will substitute, the routes, and frequency. Silver Spring station closing 3-4 months? What's the plan? When buses move about our city streets, they keep areas from being deserted. Fewer buses mean more deserted and dark streets. Please don't cut services. WMATA needs to hold meetings to see whether riders have some logical solutions to routes and the location of stops. Busping my \$4.00 to nearly \$8 in?t Bus Service Safety First! Set Metrol. They threaten this 'nuclear option' EVERY year: drastic reductions, drastic, sture busing mick, Unwarranted Muni Contribution and Fare Increase We Think We Can Scaremonger?' department. Instead, I say, 'go ahead and do it. I call the bluff.' Cut the frequencies, cut the enployees, cut the miserably subpar service and, most especially, deeply cut Metro support staff, administration and Execs. Do anybody in an office, at like an 80% staff reduction. After all, the hilarious irrony in Metro's cynical (and	
late hours? What is the city doing to improve security in stretches of unoccupied office buildings that workers must pass on dark streets to reach their destination? Metro has announced closures we face this summer for rail service; immediately, it should announce the bus routes that will substitute, the routes, and frequency. Silver Spring station closing 3-4 months? What's the plan? When buses move about our city streets, they keep areas from being deserted. Fewer buses mean more deserted and dafk streets. Please don't cut services. WMATA needs to hold meetings to see whether riders have some logical solutions to routes and the location of stops. Rush hour and Metrorail car cleanliness are tops in my book. Bumping my \$4.00 to nearly \$8 isn?t Safety First! Sefter Metrono, really, S**** Metro!! They threaten this 'nuclear option' EVERY year: drastic reductions, drastic, drastic, drastic, drastic, drastic, tevrything inexorably framed as drastic. So I've taken it to its logical supported EVERY cut and EVERY reduction that the sophists in Metro's 'How Can We Position This Trojan Horse To Try 'N Justify Every Budgie Gimmick, Unwarranted Muni Contribution and Fare Increase We Think We Can Scaremonger?' department. Instead, I say, 'go ahead and do it. I call the bluff.' Cut the frequencies, cut ther onutes, cut the mployees, cut them isrably subpar service and, most especially, deeply cut Metro support staff, administration and Execs. Do anybody in an office, at like an 80% staff reduction. After all, the hilarious irrony in Metro's cynical (and	
workers must pass on dark streets to reach their destination? Metro has announced closures we face this summer for rail service; immediately, it should announce the bus routes that will substitute, the routes, and frequency. Silver Spring station closing 3-4 months? What's the plan? When buses move about our city streets, they keep areas from being deserted. Fewer buses mean more deserted and dafrk streets. Please don't cut services. WMATA needs to hold meetings to see whether riders have some logical solutions to routes and the location of stops. Rush hour and Metrorali car cleanliness are tops in my book. Bumping my \$4.00 to nearly \$8 isn?t Safety First! Sc*** Metrono, really, S**** Metrol! They threaten this 'nuclear option' EVERY year: drastic reductions, drastic, seventelly bland and do i. I call the bluff.' Cut the frequencies, cut the onubey, cut the moleyces, cut the miserably subpar service and, most especially, deeply cut Metro support staff, administration and Execs. Do anybody in an office, at like an 80% staff reduction. After all, the hilarious irony in Metro's cynical (and	
this summer for rail service; immediately, it should announce the bus routes that will substitute, the routes, and frequency. Silver Spring station closing 3-4 months? What's the plan? When buses move about our city streets, they keep areas from being deserted. Fewer buses mean more deserted and dafrk streets. Please don't cut services. WMATA needs to hold meetings to see whether riders have some logical solutions to routes and the location of stops. Bus Service Bus Service Rush hour and Metrorail car cleanliness are tops in my book. Bumping my \$4.00 to nearly \$8 isn?t Safety First! First Sc*** Metrono, really, S**** Metrol! They threaten this 'nuclear option' EVERY year: drastic reductions, drastic, cuts, drastic, drastic, drastic. Everything inexorably framed as drastic. So Ive taken it to its logical extreme and supported EVERY reduction that the sophists in Metro's How Can We Position This Trojan Horse To Try 'N Justify Every Budgie Gimmick, Unwarranted Muni Contribution and Fare Increase We Think We Can Scaremonger?' department. Instead, I say, 'go ahead and do it. I call the bluff.' Cut the frequencies, cut the routes, cut the employees, cut the miserably subpar service and, most especially, deeply cut Metro support stafi, administration and Execs. Do anybody in an office, at like an 80% staff reduction. After all, the hilarious irrony in Metro's cynical (and	
routes, and frequency. Silver Spring station closing 3-4 months? What's the plan? When buses move about our city streets, they keep areas from being deserted. Fewer buses mean more deserted and dafrk streets. Please don't cut services. WMATA needs to hold meetings to see whether riders have some logical solutions to routes and the location of stops. Busping my \$4.00 to nearly \$8 isn?t Bushour and Metrorail car cleanliness are tops in my book. Bumping my \$4.00 to nearly \$8 isn?t Safety First! First! Fare Evasion/Safety/Crime Se*** Metrono, really, S**** Metro!! They threaten this 'nuclear option' EVERY year: drastic. reductions, drastic, drastic, drastic, drastic, treything inexorably framed as drastic. So I've taken it to its logical extreme and supported EVERY cut and EVERY reduction that the sophists in Metro's 'How Can We Position This Trojan Horse To Try 'N Justify Every Budgie Gimmick, Unwarranted Muni Contribution and Fare Increase We Think We Can Scaremonger?' department. Instead, I say, 'go ahead and do it. I call the bluff.' Cut the frequencies, cut the employees, cut the misrably subpar service and, most especially, deeply cut Metro support staff, administration and Execs. Do anybody in an office, at like an 80% staff reduction. After all, the hilarious irony in Metro's cynical (and	
about our city streets, they keep areas from being deserted. Fewer buses mean more deserted and dafk streets. Please don't cut services. WMATA needs to hold meetings to see whether riders have some logical solutions to routes and the location of stops. Rush hour and Metrorail car cleanliness are tops in my book. Bumping my \$4.00 to nearly \$8 isn?t Safety First! Safety First! Set*** Metrono, really, S**** Metro!! They threaten this 'nuclear option' EVERY year: drastic reductions, drastic, drastic, drastic, drastic, drastic, Everything inexorably framed as drastic. So I've taken it to its logical extreme and supported EVERY cut and EVERY reduction that the sophists in Metro's 'How Can We Position This Trojan Horse To Try 'N Justify Every Budgie Gimmick, Unwarranted Muni Contribution and Fare Increase We Think We Can Scaremonger?' department. Instead, I say, 'go ahead and do it. I call the bluff.' Cut the frequencies, cut the routes, cut the molyoesc, cut the misrably subpar service and, most especially, deeply cut Metro support staff, administration and Execs. Do anybody in an office, at like an 80% staff reduction. After all, the hilarious irrony in Metro's cynical (and	
dafrk streets. Please don't cut services. WMATA needs to hold meetings to see whether riders have some logical solutions to routes and the location of stops. Bus Service Rush hour and Metrorail car cleanliness are tops in my book. Bumping my \$4.00 to nearly \$8 isn?t Safety First! Fare Evasion/Safety/Crime Sc*** Metrono, really, S**** Metrol! They threaten this 'nuclear option' EVERY year: drastic reductions, drastic, drastic, drastic, drastic, drastic. Everything inexorably framed as drastic. So Ive taken it to its logical extreme and supported EVERY cut and EVERY reduction that the sophists in Metro's 'How Can We Position This Trojan Horse To Try 'N Justify Every Budgie Gimmick, Unwarranted Muni Contribution and Fare Increase We Think We Can Scaremonger?' department. Instead, I say, 'go ahead and do it. I call the buff.' Cut the frequencies, cut the routes, cut the employees, cut the miserably subpar service and, most especially, deeply cut Metro support staff: administration and Execs. Do anybody in an office, at like an 80% staff reduction. After all, the hilarious irrony in Metro's cynical (and	
some logical solutions to routes and the location of stops. Bus Service Rush hour and Metrorail car cleanliness are tops in my book. Bumping my \$4.00 to nearly \$8 isn?t Bus Service Safety First! Fare Evasion/Safety/Crime Sc*** Metrono, really, S**** Metrol! They threaten this 'nuclear option' EVERY year: drastic reductions, drastic, solve taken it to its logical extreme and supported EVERY reduction that the sophists in Metro's 'How Can We Position This Trojan Horse To Try 'N Justify Every Budgie Gimmick, Unwarranted Muni Contribution and Fare Increase We Think We Can Scaremonger?' department. Instead, I say, 'go ahead and do it. I call the biuff.' Cut the frequencies, cut the employees, cut the miserably subpar service and, most especially, deeply cut Metro support staff, administration and Execs. Do anybody in an office, at like an 80% staff reduction. After all, the hilarious irony in Metro's cynical (and	
Rush hour and Metrorail car cleanliness are tops in my book. Bumping my \$4.00 to nearly \$8 isn?t Bus Service Safety FirstI Fare Evasion/Safety/Crime Sc**** Metroor, really, S**** Metrol! They threaten this 'nuclear option' EVERY year: drastic reductions, drastic, drastic, drastic, drastic, Everything inexorably framed as drastic. So I've taken it to its logical extreme and supported EVERY cut and EVERY reduction that the sophists in Metro's 'How Can We Position This Trojan Horse To Try 'N Justify Every Budgie Gimmick, Unwarranted Muni Contribution and Fare Increase We Think We Can Scaremonger?' department. Instead, I say, 'go ahead and do it. I call the buff.' Cut the frequencies, cut the employees, cut the miserably subpar service and, most especially, deeply cut Metro support saff, administration and Execs. Do anybody in an office, at like an 80% staff reduction. After all, the hilarious irony in Metro's cynical (and	
Sc*** Metrono, really, S**** Metro!! They threaten this 'nuclear option' EVERY year: drastic reductions, drastic, drastic, drastic. Everything inexorably framed as drastic. So Ive taken it to its logical extreme and supported EVERY reduction that the sophists in Metro's 'How Can We Position This Trojan Horse To Try 'N Justify Every Budgie Gimmick, Unwarranted Muni Contribution and Fare Increase We Think We Can Scaremonger?' department. Instead, I say, 'go ahead and do it. I call the bluff.' Cut the frequencies, cut the employees, cut the miserably subpar service and, most especially, deeply cut Metro support staff, administration and Execs. Do anybody in an office, at like an 80% staff reduction. After all, the hilarious irony in Metro's cynical (and	
reductions, drastic cuts, drastic, drastic. Everything inexorably framed as drastic. So I've taken it to its logical extreme and supported EVERY cut and EVERY reduction that the sophists in Metro's 'How Can We Position This Trojan Horse To Try 'N Justify Every Budgie Gimmick, Unwarranted Muni Contribution and Fare Increase We Think We Can Scaremonger?' department. Instead, I say, 'go ahead and do it. I call the bluff.' Cut the frequencies, cut the routes, cut the employees, cut the miserably subpar service and, most especially, deeply cut Metro support staff, administration and Execs. Do anybody in an office, at like an 80% staff reduction. After all, the hilarious irony in Metro's cynical (and	
to its logical extreme and supported EVERY cut and EVERY reduction that the sophists in Metro's 'How Can We Position This Trojan Horse To Try 'N Justify Every Budgie Gimmick, Unwarranted Muni Contribution and Fare Increase We Think We Can Scaremonger?' department. Instead, I say, 'go ahead and do it. I call the bluff.' Cut the frequencies, cut the routes, cut the employees, cut the miserably subpar service and, most especially, deeply cut Metro support staff, administration and Execs. Do anybody in an office, at like an 80% staff reduction. After all, the hilarious irony in Metro's cynical (and	
Can We Position This Trojan Horse To Try 'N Justify Every Budgie Gimmick, Unwarranted Muni Contribution and Fare Increase We Think We Can Scaremonger?' department. Instead, I say, 'go ahead and do it. I call the bluff.' Cut the frequencies, cut the employees, cut the miserably subpar service and, most sepecially, deeply cut Metro support staff, administration and Execs. Do anybody in an office, at like an 80% staff reduction. After all, the hilarious irony in Metro's cynical (and	
Contribution and Fare Increase We Think We Can Scaremonger?' department. Instead, I say, 'go ahead and do it. I call the bluff.' Cut the frequencies, cut the routes, cut the employees, cut the miserably subpar service and, most especially, deeply cut Metro support staff, administration and Execs. Do anybody in an office, at like an 80% staff reduction. After all, the hilarious irony in Metro's cynical (and	
and do it. I call the bluff. ¹ Cut the frequencies, cut the routes, cut the employees, cut the miserably subpar service and, most especially, deeply cut Metro support staff, administration and Execs. Do anybody in an office, at like an 80% staff reduction. After all, the hilarious irony in Metro's cynical (and	
subpar service and, most especially, deeply cut Metro support staff, administration and Execs. Do anybody in an office, at like an 80% staff reduction. After all, the hilarious irony in Metro's cynical (and	
anybody in an office, at like an 80% staff reduction. After all, the hilarious irony in Metro's cynical (and	
(a) (defending) and a that the anti-this could be a that its load as an include a this is a second of	
self-defeating) game is that the only thing really shown is that its leaders are irredeemably incompetent By unche which che action and the strained and faither the second to be strained and the second and the secon	
& won't ever be able to operate the system effectively and efficiently. So, wowbugger on off then Bus Service	
Service cuts are counter productive and lead to a ?doom loop.? Obviously, there needs to be a balance and fares can?t stay the same forever, but as much effort as possible needs to be focused on keeping	
and rares can't stay the same forever, but as much errort as possible needs to be focused on keeping service frequent. Bus Service	
Service uses will dramatically effect the entire DMV community that uses Metro and make the daily	
Jero de cuis vin d'annaucarjene cui e entre come commune vine des vieco ano index en ca dany lives of people who rely on Metro?s service very difficult. Please de lo not decrease train frequency as	
many trains are crowded at certain hours and this will also increase risk for covid-19 among other many trains are crowded at certain hours and this will also increase risk for covid-19 among other Bus Service	
Service cuts will drastically disrupt the use of the metro and metro bus. Cutting off the two only bus	
routes available to me (22A and 22F) which are consistently busy at rush hour times is not the answer. Bus Service	
Service cuts would be a severe burden on people?s ability to get around the area for anything other	
than commuting to work. My decision to use transit is largely driven by my confidence in being able to	
get a bus or a train without waiting too long. I would prefer fare rises by far - so long as low-income	
riders still retain access to lower fares. Bus Service	
Service cuts would be disastrous for the system, which is finally operating at basic functionality after	
years of issues. Metro frequencies of 10+ minutes do not constitute rapid mass transit, and would	
significantly impact ridership and competitiveness vis-a-vis cars. Bus route cuts, in particular crosstown	
routes which make up for a lack of crosstown metrorail service, would drive more and more	
Washingtonians into rideshare and personal vehicles. Blus Service	
Service decreases would lead to larger infrastructure problems Fare Evasion/Safety/Crime Fare Ev	
Service on the Blue line is already less frequent than other lines. Fares already went up. Focus on providing safe frequent service not the potbelly in your HQ or fancy signage. Fares/Fees/Parking	
providing sale nequencies/real/org/and/or	
MacArthur high school. The 30s line as well is used by students attending Hardy. Changes in service will	
affect my sons ability to take the bus to school next school year. If you eliminate the N6 route on the	
weekends, than many apartment and condo buildings in whole neighborhoods will not have access to	
bus service at all on the weekends. They cannot walk the half mile to a mile to buses on Massachusetts	
avenue or Wisconsin Avenue. The m4 is the only way some can travel to Sibley Hospital from the Tenley	
town metro station. These are all vital routes in our community and removing them makes it harder for	
those most in need of using the routes the elderly, students, and those with disabilities from being able	
to get where they need to go safely. Bus Service	
public transports are very late Bus Service	
So many comments 1) Crime and safety. If we don't feel safe, then we won't use WMATA. The agency	
has to END all fare evasion. Why must we subsidize criminal activity and have to pay higher fares?	
Those who commit crimes in the metro system are most likely not paying a fare to do soAlso, there need to he undercover security natrolling stations, bus, natforms, riding the trains, and narking	
needs to be undercover security patrolling stations, bus platforms, riding the trains, and parking garages at all times of the day. On my last train ride, there was a gentleman on the train with a 9	
garages at an turnes of the day. On my last train note, there was a generation on the train with a 9 month old cane Corso puppy (a giant of a dog) that was leaning against my leg as I sat down. I	
Information care corso puppy (a giant or a dug) nat was realing against my reg as sat down. I definitely feel less safe now that people are bringing all sizes of person object intains. This was not a	
Service/emotional support animal (he told me so). We had two dogs and would never ride with them	
on the train and unleashed like this owner. 2) Bus arrival times need to be more accurate and good	
spacing is important. Two H8s shouldn't be right behind each other with one running mostly empty. 3)	
Didn't see this question in survey, but I remember one about using fewer rail cars per train to keep	
costs down especially during non rush hours. I'd be okay with this. I'm also okay with running fewer	
buses at low demand times to save money. 4) When considering new 'greener' technology, also	
consider associated costs like tire wear (and road damage) due to heavier buses with large battery	
packs, as well as the need to regularly recharge these buses throughout the day and the battery	
degradation during weather extremes. Making severe cuts or enacting huge fare increases will be a	
death knell for WMATA. Please if you NEVER do anything else, please improve undercover surveillance	
for crime in and around stations. UNDERCOVER is the key word here. Service Levels	
Some MetroAccess riders have few options other than MetroAccess. Paying more for this service is a mean-metho existing or a neared to exiting consider the service of the	
reasonable solution as opposed to cutting service. MetroAccess Some of these proposals cut of vulnerable parts of the city, where the economic impact on a limited	
Some of these proposals cut of valuerable parts of the city, where the economic impact on a immute of people can be huge. There needs to be more buses that are direct routes downtown – eg	
Turning or people can be ruge. There needs to be rule buses that are unext routes downtown – eg T14, T18, 86, 83 – one of those should go downtown.	
Start by getting people to pay now, I ride the bus I notice that almost nobody pays for the ride. And	
driver new rays anything. So I sometimes don't pay Bus Service Bus Service	
Start enforcing fares instead of letting people jump over while station employees watch & do nothing. Fares/Fees/Parking	
Still saity the bus isn?t free. Stop wasting money on fare evasion deterrence be we all know that?s not	
where the majority of your money is coming from Bus Service	
Still too many people evading fares in the system. Even the new gates aren?t working as well as they	-
should. Stricter enforcement, higher fines. Fares/Fees/Parking	
stop being so bad with money and make gate jumpers pay their fare Fares/Fees/Parking	
Stop changing the gates and just lower the price of the metro and dc residents will actually pay for it.	
People jump the gates because it is too expensive, not because they hate the metro. Fare Evasion/Safety/Crime	
People jump the gates because it is too expensive, not because they hate the metro. Fare Evasion/Safety/Crime Stop exspantion B Miscellaneous Stop fare evasion first! Fare Evasion/Safety/Crime	

Commont	Catazani
Comment Stop fare jumping and enforce fare rules for all riders. I see fare jumping literally every time I use a bus	Category
or train.	Bus Service
Stop raising the price and keep trains clean and keep trains running consistently	Rail Service
Strongly opposed to any weekday reductions to the S2. As it is, the S2 busses are occasionally full and	
unable to pick up additional passengers during peak rush hours. Decreasing service would further increase uncertainty as to whether the bus will pick up passengers, making it useless for commuters.	Due Comise
Substantially reducing the viability of taking metrorail and metrobus will push people to change their	Bus Service
behavior and risks permanently lowering WMATA ridership, sending WMATA into a death spiral. I hope	
that WMATA is able to secure the funding so that these cuts are not necessary, but if cuts are necessary	
I strongly hope that WMATA prioritizes reliability of service over extending the reach of WMATA	
services (so, reliable service for fewer hours rather than less frequent service over longer hours).	Bus Service
T2 is a vital public transportation route for areas of the city to reach high-paying jobs in the suburbs	Bus Service
Thank you for all the hard work to manage the budget and gather public input! As someone who cares deeply about transit and has actively used the Metro system for >15 years, even I found many of these	
questions very confusing. You'll get more-useful public input by providing more context and better	
questions. Do I agree with the \$2.6m budget? I have literally no idea, that's the only thing you told me	
about it! It's deeply depressing to see the proposed cuts to the L2, 42, and 43. We're still lamenting the	
loss of the L1; to further tear apart these channels is going to deeply reduce transit use for people along	
this corridor. (Also if the L1 isn't coming back, can you please remove the Metrobus-specific parking	
restriction signs along Connecticut?) I hope to see less investment in fancy bus stop islands and the like	
while we navigate this shortfall, so that we can maintain service frequency and ridership volume Good luck!!	Operating Budget, Management and Spending
Thank you for allowing the pubic to provide input and for working diligently to present the facts and	
options for all riders. The information is digestible and allowing us to provide input down to how public	
funding should be divided is particularly important. May the democratic process win. This is a shortfall	
impacting WMATA, your loyal riders, regional stakeholders and the businesses who depend on steady	
traffic and tourism for their livelihoods.	Bus Service
Thank you for the chance to give a feedback on the metro operation. I would like to mention that I use	
metro weekdays from Shady Grove do Dupont and DuPont to Shady Grove station. There are so many people using metro without paying for it, just jumping through the gates in front of station managers	
and police that simply do not care. It is very disappointing that you think about increasing costs up to	
25% for people who actually pay for using metro, and do exactly nothing to charge many people using	
but not paying. Hope you can and will address that big problem as well.	Miscellaneous
Thank you for the opportunity to complete this survey, however I don't think it was crafted well.	
BEFORE I'd support nearly any proposal in here, I want to see 100% fare enforcement, especially on the	
Metro. For many years I have seen scores of Metro riders skip paying. Often I am literally the ONLY	
PERSON paying the Metro fare - EVEN WHEN THERE ARE SECURITY and POLICE OFFICERS where the	
offenses are happening. THIS LACK OF ENFORCEMENT HAS TO STOP - THE NEW GATES/BARRIERS ARE	
NOT FULL-PROOF. Until fare evasion is enforced, it is unfair to the rest of Metro/WMATA riders to have services reduced and or completely ended. The survey needs improvement - for instance, there is no	
information provided to know where Metro/WAMTA needs more or less money for instance for	
improvements (so I just did 10% arbitrarily for each of the 10 categories).	Service Levels
Thanks for seeking public input on these issues. the central issues that would affect me are reduced rail	
service. Increased fares do not affect me because I receive a transit subsidy from work. I want to	
encourage Metro to continue its committment to the timeline for an all-electric bus fleet. This goal	
should not be abandoned. The 24-hour Metrobus service has been a blessing. It makes a huge difference that I can get home from	Bus Service
work at night without paying upwards of ten dollars for a ride share.	Bus Service
The 74 bus line is the only bus line that services buzzard point, which houses DC CENTRAL KITCHEN. We	
have over 300 employees working for the kitchen, along with students, volunteers, and visitors that use	
the bus regularly. Eliminating the 74 bus will be a huge inconvenience for all of the above individuals.	
Please reconsider eliminating this route. People rely on this Metrobus service to get them to and from	
work. Thank you.	Bus Service
The Authority moves this city. My coworkers & I work hard & deserve pay increases, better security, better equipment & better facilities.	Fare Evasion/Safety/Crime
the bus services already my busses never show up on time and the bus stops are abysmally bad	Bus Service
The Buses are not running by any schedule already. We need to get better updates on timing for buses.	
We need all our buses.	Bus Service
The changes who make it impossible to get to work and a major Fair increase to 7\$ dollars everyday	
who force me to stop using the metro bus.	Bus Service
The d6 The D6 and 96 routes are the two that run closest to my home, and both are lifelines for getting to	Miscellaneous
destinations downtown. The D6 in particular - whether it is designated as such or not - is de facto a	
school bus route that transports hundred of Capitol Hill students to schools located along the route	
(BASIS DC, for instance) or to points like Union Station where they transfer to the Red line or another	
bus for the final leg to school (Latin, for instance). Cutting these bus routes would have a hugely	
The second s	
negative effect on student transportation in the district and would inevitably result in hundreds more	
cars on the roads as parents are forced to drive their kids to school. Not a smart move.	Bus Service
cars on the roads as parents are forced to drive their kids to school. Not a smart move. The D6 bus is essential. Tackle ticket evasion. Thank you	Bus Service Bus Service
cars on the roads as parents are forced to drive their kids to school. Not a smart move. The D6 bus is essential. Tackle ticket evasion. Thank you The D6 bus line is incredibly important for my child to get to school. Changes to the bus route would	Bus Service
cars on the roads as parents are forced to drive their kids to school. Not a smart move. The D6 bus is essential. Tackle ticket evasion. Thank you	
cars on the roads as parents are forced to drive their kids to school. Not a smart move. The D6 bus is essential. Tackle ticket evasion. Thank you The D6 bus line is incredibly important for my child to get to school. Changes to the bus route would greatly impact her ability to get to and from school.	Bus Service
cars on the roads as parents are forced to drive their kids to school. Not a smart move. The D6 bus is essential. Tackle ticket evasion. Thank you The D6 bus line is incredibly important for my child to get to school. Changes to the bus route would greatly impact her ability to get to and from school. The D6 bus route is relied on by a number of families in my neighborhood for school transportation. It's elimination would greatly limit the transportation options for those families in getting their kids to school.	Bus Service
cars on the roads as parents are forced to drive their kids to school. Not a smart move. The D6 bus is essential. Tackle ticket evasion. Thank you The D6 bus line is incredibly important for my child to get to school. Changes to the bus route would greatly impact her ability to get to and from school. The D6 bus route is relied on by a number of families in my neighborhood for school transportation. It's elimination would greatly limit the transportation options for those families in getting their kids to school. The D6 oute has been essential in connecting me with the northwestern part of DC to the more central	Bus Service Bus Service Bus Service
cars on the roads as parents are forced to drive their kids to school. Not a smart move. The D6 bus is essential. Tackle ticket evasion. Thank you The D6 bus line is incredibly important for my child to get to school. Changes to the bus route would greatly impact her ability to get to and from school. The D6 bus route is relied on by a number of families in my neighborhood for school transportation. It's elimination would greatly limit the transportation options for those families in getting their kids to school. The D6 route has been essential in connecting me with the northwestern part of DC to the more central parts of DC. I've used this line for the past 10 years consistently??it would be a pain to see it go.	Bus Service Bus Service
cars on the roads as parents are forced to drive their kids to school. Not a smart move. The D6 bus is essential. Tackle ticket evasion. Thank you The D6 bus line is incredibly important for my child to get to school. Changes to the bus route would greatly impact her ability to get to and from school. The D6 bus route is relied on by a number of families in my neighborhood for school transportation. It's elimination would greatly limit the transportation options for those families in getting their kids to school. The D6 route has been essential in connecting me with the northwestern part of DC to the more central parts of DC. I've used this line for the past 10 years consistently??It would be a pain to see it go. The DC metro already has terrible service, the fact that you're considering charging more without	Bus Service Bus Service Bus Service Bus Service
cars on the roads as parents are forced to drive their kids to school. Not a smart move. The D6 bus is essential. Tackle ticket evasion. Thank you The D6 bus line is incredibly important for my child to get to school. Changes to the bus route would greatly impact her ability to get to and from school. The D6 bus route is relied on by a number of families in my neighborhood for school transportation. It's elimination would greatly limit the transportation options for those families in getting their kids to school. The D6 route has been essential in connecting me with the northwestern part of DC to the more central parts of DC. I've used this line for the past 10 years consistently??it would be a pain to see it go.	Bus Service Bus Service Bus Service
cars on the roads as parents are forced to drive their kids to school. Not a smart move. The D6 bus is essential. Tackle ticket evasion. Thank you The D6 bus line is incredibly important for my child to get to school. Changes to the bus route would greatly impact her ability to get to and from school. The D6 bus route is relied on by a number of families in my neighborhood for school transportation. It's elimination would greatly limit the transportation options for those families in getting their kids to school. The D6 route has been essential in connecting me with the northwestern part of DC to the more central parts of DC. I've used this line for the past 10 years consistently??It would be a pain to see it go. The D6 more already has terrible service, the fact that you're considering charging more without offering significant improvements is crazy to me.	Bus Service Bus Service Bus Service Bus Service
cars on the roads as parents are forced to drive their kids to school. Not a smart move. The D6 bus is essential. Tackle ticket evasion. Thank you The D6 bus is essential. Tackle ticket evasion. Thank you The D6 bus line is incredibly important for my child to get to school. Changes to the bus route would greatly impact her ability to get to and from school. The D6 bus route is relied on by a number of families in my neighborhood for school transportation. It's elimination would greatly limit the transportation options for those families in getting their kids to school. The D6 route has been essential in connecting me with the northwestern part of DC to the more central parts of DC. I've used this line for the past 10 years consistently? It would be a pain to see it go. The DC metro already has terrible service, the fact that you're considering charging more without offering significant improvements is crazy to me. The District, Maryland, and Virginia need to find better ways to fund the metro. What if they could raise prices and initiate service cuts? That isn?t a great enough bargain for maybe 1% better efficiency to most people. Please pay workers well and service the community righteously.	Bus Service Bus Service Bus Service Bus Service
cars on the roads as parents are forced to drive their kids to school. Not a smart move. The D6 bus is essential. Tackle ticket evasion. Thank you The D6 bus line is incredibly important for my child to get to school. Changes to the bus route would greatly impact her ability to get to and from school. The D6 bus route is relied on by a number of families in my neighborhood for school transportation. It's elimination would greatly limit the transportation options for those families in getting their kids to school. The D6 route has been essential in connecting me with the northwestern part of DC to the more central parts of DC. I've used this line for the past 10 years consistently??It would be a pain to see it go. The DC metro already has terrible service, the fact that you're considering charging more without offering significant improvements is crazy to me. The District, Maryland, and Virginia need to find better ways to fund the metro. What if they could raise prices and initiate service cuts? That isn?t a great enough bargain for maybe 1% better efficiency to most people. Please pay workers well and service the community righteously. The E2 takes me to the metro station to work downtown DC. If you eliminate that route it will alter me	Bus Service
cars on the roads as parents are forced to drive their kids to school. Not a smart move. The D6 bus is essential. Tackle ticket evasion. Thank you The D6 bus line is incredibly important for my child to get to school. Changes to the bus route would greatly impact her ability to get to and from school. The D6 bus route is relied on by a number of families in my neighborhood for school transportation. It's elimination would greatly limit the transportation options for those families in getting their kids to school. The D6 route has been essential in connecting me with the northwestern part of DC to the more central parts of DC. I've used this line for the past 10 years consistently??it would be a pain to see it go. The D6 route has been essential in connecting me with the northwestern part of DC to the more central parts of DC. I've used this line for the past 10 years consistently??it would be a pain to see it go. The D6 metro already has terrible service, the fact that you're considering charging more without offering significant improvements is crazy to me. The District, Maryland, and Virginia need to find better ways to fund the metro. What if they could raise prices and initiate service cuts? That isn?t a great enough bargain for maybe 1% better efficiency to most people. Please pay workers well and service the community righteously. The E2 takes me to the metro station to work downtown DC. If you eliminate that route it will alter me going to work and going to the station it would be an added financial burden	Bus Service Bus Service Bus Service Rail Service
cars on the roads as parents are forced to drive their kids to school. Not a smart move. The D6 bus is essential. Tackle ticket evasion. Thank you The D6 bus incredibly important for my child to get to school. Changes to the bus route would greatly impact her ability to get to and from school. The D6 bus route is relied on by a number of families in my neighborhood for school transportation. It's elimination would greatly limit the transportation options for those families in getting their kids to school. The D6 route has been essential in connecting me with the northwestern part of DC to the more central parts of DC. I've used this line for the past 10 years consistently??it would be a pain to see it go. The D6 metro already has terrible service, the fact that you're considering charging more without offering significant improvements is crazy to me. The D6 initiate service cuts? That isn?t a great enough bargain for maybe 1% better efficiency to most people. Please pay workers well and service the community righteously. The E2 takes me to the metro station to work downtown DC. If you eliminate that route it will alter me going to work and going to the station it would be an added financial burden The fares and hours are already too high and too short. You need to go to a flat rate for anywhere in	Bus Service
cars on the roads as parents are forced to drive their kids to school. Not a smart move. The D6 bus is essential. Tackle ticket evasion. Thank you The D6 bus line is incredibly important for my child to get to school. Changes to the bus route would greatly impact her ability to get to and from school. The D6 bus route is relied on by a number of families in my neighborhood for school transportation. It's elimination would greatly limit the transportation options for those families in getting their kids to school. The D6 route has been essential in connecting me with the northwestern part of DC to the more central parts of DC. I've used this line for the past 10 years consistently??It would be a pain to see it go. The D6 route has been essential in connecting me with the northwestern grart of DC to the more central parts of DC. I've used this line for the past 10 years consistently??It would be a pain to see it go. The D6 thero already has terrible service, the fact that you're considering charging more without offering significant improvements is crazy to me. The District, Maryland, and Virginia need to find better ways to fund the metro. What if they could raise prices and initiate service cuts? That isn?t a great enough bargain for maybe 1% better efficiency to most people. Please pay workers well and service the community righteously. The E2 takes me to the metro station to work downtown DC. If you eliminate that route it will alter me going to work and going to the station it would be an added financial burden The fares and hours are already too high and too short. You need to go to a flat rate for anywhere in the system and stay open longer. At least one hour after the bars close. But, 2 hours would be best, for	Bus Service Bus Service Bus Service Rail Service Bus Service Bus Service Operating Budget, Management and Spending
cars on the roads as parents are forced to drive their kids to school. Not a smart move. The D6 bus is essential. Tackle ticket evasion. Thank you The D6 bus line is incredibly important for my child to get to school. Changes to the bus route would greatly impact her ability to get to and from school. The D6 bus route is relied on by a number of families in my neighborhood for school transportation. It's elimination would greatly limit the transportation options for those families in getting their kids to school. The D6 route has been essential in connecting me with the northwestern part of DC to the more central parts of DC. I've used this line for the past 10 years consistently??!t would be a pain to see it go. The DC metro already has terrible service, the fact that you're considering charging more without offering significant improvements is crazy to me. The District, Maryland, and Virginia need to find better ways to fund the metro. What if they could raise prices and initiate service cuts? That isn?t a great enough bargain for maybe 1% better efficiency to most people. Please pay workers well and service the community righteously. The E2 takes me to the metro station to work downtown DC. If you eliminate that route it will alter me going to work and going to the station it would be an added financial burden The fares and hours are already too high and too short. You need to go to a flat rate for anywhere in the system and stay open longer. At least one hour after the bars close. But, 2 hours would be best, for those of us who work in the bars and restaurants that are open lat night.	Bus Service
cars on the roads as parents are forced to drive their kids to school. Not a smart move. The D6 bus is essential. Tackle ticket evasion. Thank you The D6 bus line is incredibly important for my child to get to school. Changes to the bus route would greatly impact her ability to get to and from school. The D6 bus route is relied on by a number of families in my neighborhood for school transportation. It's elimination would greatly limit the transportation options for those families in getting their kids to school. The D6 route has been essential in connecting me with the northwestern part of DC to the more central parts of DC. I've used this line for the past 10 years consistently??It would be a pain to see it go. The D6 route has been essential in connecting me with the northwestern grart of DC to the more central parts of DC. I've used this line for the past 10 years consistently??It would be a pain to see it go. The D6 thero already has terrible service, the fact that you're considering charging more without offering significant improvements is crazy to me. The District, Maryland, and Virginia need to find better ways to fund the metro. What if they could raise prices and initiate service cuts? That isn?t a great enough bargain for maybe 1% better efficiency to most people. Please pay workers well and service the community righteously. The E2 takes me to the metro station to work downtown DC. If you eliminate that route it will alter me going to work and going to the station it would be an added financial burden The fares and hours are already too high and too short. You need to go to a flat rate for anywhere in the system and stay open longer. At least one hour after the bars close. But, 2 hours would be best, for	Bus Service Operating Budget, Management and Spending
cars on the roads as parents are forced to drive their kids to school. Not a smart move. The D6 bus is essential. Tackle ticket evasion. Thank you The D6 bus line is incredibly important for my child to get to school. Changes to the bus route would greatly impact her ability to get to and from school. The D6 bus route is relied on by a number of families in my neighborhood for school transportation. It's elimination would greatly limit the transportation options for those families in getting their kids to school. The D6 route has been essential in connecting me with the northwestern part of DC to the more central parts of DC. I've used this line for the past 10 years consistently??It would be a pain to see it go. The D6 metro already has terrible service, the fact that you're considering charging more without offering significant improvements is crazy to me. The D5trict, Maryland, and Virginia need to find better ways to fund the metro. What if they could raise prices and initiate service cuts? That isn?t a great enough bargain for maybe 1% better efficiency to most people. Please pay workers well and service the community righteously. The E2 takes me to the metro station to work downtown DC. If you eliminate that route it will alter me going to work and going to the station it would be an added financial burden The fares and hours are already too high and too short. You need to go to a flat rate for anywhere in the system and stay open longer. At least one hour after the bars close. But, 2 hours would be best, for those of us who work in the bars and restaurants that are open lat night. The frequency of trains and buses during rush hour and between shandy grove/grovsenor and	Bus Service Bus Service Bus Service Bus Service Rail Service Bus Service Bus Service Coperating Budget, Management and Spending Fares/Fees/Parking
cars on the roads as parents are forced to drive their kids to school. Not a smart move. The D6 bus is essential. Tackle ticket evasion. Thank you The D6 bus ine is incredibly important for my child to get to school. Changes to the bus route would greatly impact her ability to get to and from school. The D6 bus route is relied on by a number of families in my neighborhood for school transportation. It's elimination would greatly limit the transportation options for those families in getting their kids to school. The D6 route has been essential in connecting me with the northwestern part of DC to the more central parts of DC. I've used this line for the past 10 years consistently??It would be a pain to see it go. The DC for already has terrible service, the fact that you're considering charging more without offering significant improvements is crazy to me. The DD strict, Maryland, and Virginia need to find better ways to fund the metro. What if they could raise prices and initiate service cuts? That isn?t a great enough bargain for maybe 1½ better efficiency to most people. Please pay workers well and service the community righteously. The E2 takes me to the metro station to work downtown DC. If you eliminate that route it will alter me going to work and going to the station it would be an added financial burden The fares and hours are already too high and too short. You need to go to a flat rate for anywhere in the system and stay open longer. At least one hour after the bars close. But, 2 hours would be best, for those of us who work in the bars and restaurants that are open lat night. The frequency and ease of the metrorail system is a significant factor in deciding to take the metrorail service.	Bus Service Bus Service Bus Service Bus Service Rail Service Bus Service Bus Service Guesting Budget, Management and Spending Fares/Fees/Parking

Comment	Category
The heck with the stingy politicians. I am sorry you are in this situation. Could you crack down on the	
fare evaders? It is so maddening to see them jump the gates, especially when I am aware of your	Converting Durdnet Management and Constitute
budget shortfall! The jurisdictions that metro serves need to put more money into metro in MD, VA, and DC. There	Operating Budget, Management and Spending
should be a permanent budget from all jurisdictions, yet again.	Operating Budget, Management and Spending
The Metro is a vital service that must be provided to the public no matter the cost. It supports low	
income groups who cannot pay for a car, car insurance, and parking. It takes vehicles off the road,	
decreasing congestion and lowering carbon emissions. People would take the metro more frequently if	
it was clean, safe, and well maintained. The Metro staff can and should learn from how other countries	
have implemented public transit resources with success. Contact staff members in public transit	
departments abroad. Call universities and ask them to put you in touch. Anything. It is vital that public	
transit resources continue to operate without delay. It is the future of this county. As the economic	
divide increases, more and more people will need to rely on public transit by economic necessity to get to their jobs or to school. Without reliable transport, people will fail to support themselves and	
maintain their responsibilities.	Fares/Fees/Parking
The metro shutting down at 10PM is going to severely affect nightlife and concerts, specifically. People	
are going to be less likely to attend these and bring their money into the DMV area, specifically into DC.	
It is also unfortunate that majority of people rely on the metro system to commute to work and get	
around the DMV area, and any cuts on metro rail services are going to affect that too. Many people	
who work at the NIH ride the red line in addition to other lines daily.	Rail Service
The Metro's T2 bus services a very large part of Maryland providing mass transit for neighborhoods that	
are increasingly densifying. Any reduction in its service will cause severe inconvenience and also push a	
lot of vehicles onto already crowded streets. The more Metro cuts service, the fewer people feel they can use it to efficiently go where they need to.	Bus Service
The fewer riders Metro has, the more services have to be cut. EACH JURISDICTION NEEDS TO FUND	
METRO ADEQUATELY TO STRENGTHEN THE SYSTEM!!!!	Rail Service
The more you cut lines, increase waits, and increase prices, the less people will use metro. It will impact	
our most vulnerable residents the most. Service workers need to get to work at off hours and on	
weekends. They cannot afford ride shares or taxis. Accessible public transport is a bedrock of our	
society. You need to figure it out without screwing over riders with higher fares and less access.	Fares/Fees/Parking
The progress in establishing safe and reliable service should not be lost through service cuts. Raise fares	
if necessary, and force DC to pay a higher share because DC laws against fare evasion are neither as	
strict nor as strictly enforced as those in MD and VA. And keep on the late night service that is a lifeline	
to the late night workforce and those who take the early bus to work.	Bus Service
The proposal to eliminate the G2 and completely gut the G8?s service are completely absurd. As a resident of Bloomingdale who works in the Dupont Circle area and takes regular trips both to	
Georgetown and Foggy Bottom, I rely heavily on both the G2 and G8 to conduct my regular activities.	
In the absence of the G2 route and with service cuts on the G8, my quality of life would decrease	
drastically.	Bus Service
The proposals are horrible, but I can live with them as long as metrorail rush hour service and the H6	
bus line are not cut.	Bus Service
The proposed bus cuts eliminate east-west bus service from Capitol Hill and Downton/upper NW. The	
proposed use of metro as an alternative is NOT the same as the excellent bus service we currently have,	
and will likely lead to people driving more and increasing congestion. I am strongly opposed to the bus	
line elimination proposals.	Bus Service
The proposed cuts impact most of the East-West bus routes. There are no viable alternative routes to	
many of the proposed cuts. In addition to commuters and essential workers, many families are also reliant on bus service for school transport.	Bus Service
The reality is metro is largely unnecessary to the vast majority of dmv residents after the invention of	bus service
uber and e bikes and scooters. If you look at the ridership data metrorail peaked in the mid 2000s and	
has been declining ever since. Almost everyone here uses a vehicle and there is no amount of money	
that will get them to switch, not even if it is free. I ride metro bus and rail and the bus is honestly the	
better choice. The rail is only useful for federal commuters and hardly any of them come to work	
anymore. I frequently ride empty trains on weekends and even midday. Emphasize the bus and	
decrease the service on rail. It is time to right size the metro system for the demand we actually have	
and not the demand we wish existed. Supplement with buses as necessary, although frankly many	
buses even run empty.	Bus Service
The reality is that both fare cuts and service increases do not address the underlying issue ? public transit is not considered as legitimate as car travel. Does the city ever have to justify spending money	
on re-paving roads? Then why can?t the same be true for maintaining and expanding public	Operating Budget, Management and Spending
The S2 is one of the worst services all the 70 they never on time ?? I've been using those bus since the	
20090 am not feeling good about those lines I ride every day making me late for where I have to go,	Bus Service
The service cuts in maryland are unacceptable I use majority of the lines proposed and won?t be able	
to get to appointments grocery stores and metro stations comfortably. The fare evasion needs to stop i	
feel like if everyone paid their fair share the system wouldn?t be in flux and the budget wouldn?t be as	
bad of shape that it is. Customer service with the operators could be better possibly with sensitivity	
training but i understand they deal with a lot of different people and things in general.	Operating Budget, Management and Spending
The system needs to cut down on fare skipping to increase revenue rather than cutting services and increasing fares. Particularly on Metro Access.	MetroAccess
The T2 and 74 cuts would be devastating for me and my family. I rely on the T2 AND the 74 to get to	1010000000
and from work. To slash these essential lines is unconscionable. Buzzard Point is booming and you are	
considering eliminating the bus that serves that neighborhood before thousands of new residential	
units and dozens of businesses come online in the next 18 months? Meanwhile, significant new	
developments in Bethesda will be served by the T2, including more mixed income housing and retailers	
with hourly employeesand you want to cut that too? All this is made even more disappointing	
because Metro's service and reliability has NEVER been better than it has in the past year. I have been a	
dedicated Metro customer for 2 decades and the past year of top quality service has made it possible	
for me to provide for my family with quality, fairly priced transit. It is hard to pay each and every day	
when I watch dozens of people skipping the gates, but I think it is vital we all stand up for Metro. Please do not punish loyal riders with these cuts.	
The T2 route between Friendship Heights and Rockville provides a vital link between these two	Bus Service
important areas, and is the only public transportation option along this route. It would be a big loss to	
the community to cut this service.	Bus Service
The timing is bad. Spring and summer will greatly expand events happening, especially at night. Yes I	
haven't used many buses extra, but I need warm weather and outdoor events. Then I will travel a lot!	Bus Service
The utility of public transit is almost exclusively in reliability, so reducing service will only lead to	
decreased future budgets. Don?t be dumb; maintain service, even if it means slight fare increases. Also,	
monetize more such as via more ads (in station and in trains/buses), increased parking fares, expansion	
of Metro store offerings, etc.	Operating Budget, Management and Spending
The wait time for buses is already too long and metro rail is already too expensive.	Bus Service

How will now the wave of a decision of the definition of the		Catagony
Bosk Bit Storde Bit Storde Bit Storde Bit	Comment The wait times on the weekend are outrageous. Especially on Sundays. The 72 is my only way of getting	Category
sch of hand a second of		Bus Service
enders or ends and enders or ends and enders of the second second second second second second second and enders of the second second second second second second second second and enders of the second s	,	
The a per and balance and bala		
caning uncertain density of the second and the second and and and and and and and and and a		Bus Service
Affect bener under solaries of the next bener meet next how will page per source is upper term per term is next how will next how will next bener term is upper term and the next how will next how w		
South Book People desive to get the balant Stryweest pay Steerby Mothe update de eligins service de diverse service de unit and unit and unit en que to here any service service de diverse service and unit and unit and unit en que to here any service service de diverse service and unit and unit and units even wells, service service de diverse service and units and units even wells, service service de diverse service and units and units even wells, service service de diverse service and units and units even wells, service service and units and units and units even wells, service service and units and units and units even wells, service service and units and units and units and units even wells, service service and units and unit		
sign in statistics, fushy unexessory and function to be there been better speet on increased according, for any distributed instructions of any dispositic speet of any speet		
necessity in the dy of advance they app of a. Char it shares it and the probability of a probability in a probability of the probability of a		
sin in the effect of and where they can produce the sub produce the sub produce the subset of an entropy		
series of hand is auries of sugeries of sugeries of an experience weekles of a series of an experience of a series		
symptem in whick there noer allowed bits to be conserved to say out sources Served to be sources The set are allowed and conserved to say out the say out to say out the say out to say out		
These are party of and can intergraphic as the Type of the mask transmer. In the area being in the can be and the source of the transmer section is the area being in the can be and the c	dense metropolitan area. I realize this is a comment to Metro, not the city, so perhaps an expended	
There serve anyone on any of the banes. Bace should be provide access to a methor station for propelle who don't we with what high data back, but her well system is mare in at hand back or conder anyone in the serve and the mare allowed in the ma		
In people who don't he weinth walking intance, but the metre system with the trant should get metre suffer a weight, ranker transformed within the entre suffer an weight, ranker transformed within the entre suffer an weight of the transformed within the entre suffer an weight of the transformed within the entre suffer an weight of the transformed within the entre suffer and the entre		Service Levels
mene shanker Apprices of use specified we are started to the meter down and setting any specified and setting and		
huss - froze table is of investige in even pass make in the end factor for popel to jump. There shall be of the reasons of the search for the end factor for popel to jump. There are also in even pass make in the end factor for popel to jump. There are also in even pass make in the end factor for popel to jump. There are also in even pass make in the end factor for popel to jump. There are also in even pass make in the end factor for popel to jump. There are also in even pass make in the end for each for pass make in the end factor for popel to jump. There are also in even pass make in the end factor for popel to jump. There are also in even pass make in the end factor for popel to jump. There are also in even pass make in the end factor for popel to jump. There are also in even pass make in the end factor for popel to jump. There are also in even pass make in the end factor for popel to jump. There are also in even pass make in the end factor for popel to jump. There are also in even pass make in the end factor for popel to jump. There are also in even pass make in the end factor for popel to jump. There are also in even pass make in the end factor for popel to jump. There are also in even pass make in the end factor for popel to jump. There are also in even pass make in the end factor for popel to jump. There are also in even pass make in the factor for popel to jump. There are also in the end factor for popel to jump. There are also in the end factor for popel to jump. There are also in the end factor for popel to jump. There are also in the end factor for popel to jump. There are also in the end factor for popel to jump. There are also in the end factor for popel to jump. There are also in the end factor for popel to jump. There are also in the end factor for the end to jump. There are also in the end factor for the end to jump. There are also in the end factor for the end to jump. There are also in the end factor for the end to jump. There are also in the end to jump. There are also in the end to jump. Ther		
There staffs and relation and use some har new gener maken it more diffuct for people ray perturns of the staffs of the people should be a foreice. There is needed to be a plane perturn plane to the the some instance of the end of	inverse peak fare? Peak pricing only taxes people who are required to take the metro during commuter	
That about be protected at more station Bail Service Description Bail Service text of bases where gat as already MOT paying backed they how nothing will be down. More Service text of bases where gat as already MOT paying backed they how nothing will be down. More Service and gate as also propating to exclusing the the same and by KP-4 added the long steep hill prevents then being a base steep they also steep they al		Bus Service
There?. The exist to be plin pain place to sign the far evacion instead of new devices placed in the original mathematical places to they vore in the evaluation of the place to start port of the place to start place to start port of the place to start port of the place to start place to start port of the place to start place		
number Bus Service Description Bus Service These proposals and deviations for a large proposal sint deviation dev		Rall Service
These cross would be distantion. Use have provide in differences of the service o		Bus Service
These proposals are developing to reduce tests you have a form the set of the proposals are developing to reduce tests you have a form proving set of the your have being and the have a car and an thereby and contributing to congretion. The proposals are developing to reduce tests you have a car and an thereby and contributing to congretion. The proposals are developing to reduce tests you have a car and an thereby and contributing to congretion. The proposal for the provide set of the proposal to lath the circular set of the provide set		
Inscibe subsitue for X service) 1 don't have a car and in theory hor contributing to congestion, errands, hopping, cultural and scale events. This will his o hard for students, older people, writers folding effect are products in the large condo building in the englebandoal appresents ha disability or who otherwise down? drive, and the environmentally containes charan that the Mayer is environmental to a student of the interaction building in the englebandoal appresents has disability or who otherwise down? drive, and the environmentally containes charan that the Mayer is and then void-to city the interaction and environmentally containes charan that the Mayer is and then void-to city the interaction and environmentally containes charan that the Mayer is and then void-to city the interaction and environmentally containes charan that the Mayer is and then void-to city of their transit use. Public transportation is central to CCN dentity and divertify the void-se al surface in a finance is querification is the end of the englebandoal public of the end of the englebandoal public divertify and the public transportation is central to CCN dentity and divertify the void-to advect divertify and finance is querification of the englebandoal public of the englebandoal public divertify and the engle of the englebandoal public divertify and the engle of the englebandoal public divertify and the engle of the englebandoal public divertify and public divertify and the engle of the englebandoal public divertify and public divertify and public divertify and public divertify and divertify and divertify the engle of the englebandoal public divertify and public divertify and divertify and divertify and divertify and divertify the engle of the englebandoal public divertify and divertify and divertify and divertify and divertify the englebandoal public divertify and divertify and divertify and divertify and divertify the englebandoal public divertify and divertify and divertify and divertify and divertify and dit din ante divertify a		
polution or tardie injuries in CL tare the bac very very settay and version of community is own, including effect care provides in the large condo buildings in the neight ontool anyone with a bability or vide or the vide back of the vise of the tark of the tark of the tark of the vise of the v		
errands, bupping, cuitual and scale events. This will has o hard for students, dider popile, worthed diability or who otherwise descrif drive, and the environmentally considuo citizers that the Mayor is trying to support. Prevaiers method the prevail and shift to enclashow citizers that the Mayor is trying to support. Prevaiers method the end for them transition as cruits to Environmental to excluse the environmental are. Yulit transportation as cruits to Environmental to excluse the environmental are. Yulit transportation as cruits to Environmentation as cruits to Environmentation as environmentation and environmentation as environmentation as environmentation as environmentation environmentation as environmentation environmentation as environmentation environmentation as environmentation environmentation and environmentation environmentation and environmentation environment		
Including eder of metwise deams if every and the meingements that the Mays of Market States and the subsidiate where week and the subsidiate in the routes and stress. After to keep the routes, a sine tress and the subsidiate the neep for their transit as e. Debit transportation is central to DC's identify and the debits of the routes and stress building in the routes and stress. Method the routes and stress and the subsidiate the neep for their transit as e. Debit transportation is central to DC's identify and the debits of the routes and stress and the subsidiate the neep for their transit as e. Debits transportation is central to DC's identify and the debits of the routes and stress and the subsidiate the neep for their transit as e. Debits transportation is central to DC's identify and the debits of		
rhyne to support. Please reconsider the proposal to sha this crucial service. How budget times are and then subsidize the needy for their transit use. Public transportation is central to DCN items are appel. Thaily you. Departing budget, Management and Spending Departing budget, Management and Spending Departing budget. Departing Departed Departe		
hard but once out, the routes and service level never once hask. Better to keep the routes, raise farers	disability or who otherwise doesn?t drive, and the environmentally conscious citizens that the Mayor is	
and then subsidize the needy for their transit use. Public transportation is central to DCX identity and spentity and spenity and spen		
appel. Thank you. Operating Budget, Management and Spending These proposed service cuts would make it very difficult for Adams Morgan residents to get to Town weekerds, are well as terminating the L2 before it reached. Adams Morgan institutes AL Lb so cutes it has concerned. Adams Morgan institutes 10 before it reached. Adams Morgan institutes 10 before it reached. Adams Morgan institutes 10 before it reached. The service is the service it has an end and an our of public transit options in one of the neighborhoids in D where it is instead to own and park a cr. Bus Service These service cuts would reduce a significant amount of public transit options in one of the neighborhoids in D Bus Service When it is instead to own and park a cr. Bus Service These service is the service		
These proposed service cuts would make it very difficult for Adams Margan reidents to get to Dupont/downtown on weekends—which is the primary way: use Methods lithmaring the 42 and 43 on weekends, sea well as terminating the L2 before it reaches Adams Morgan, eliminates ALL bus routes that cornect Adams Morgan to L2 before it reaches Adams Morgan, eliminates ALL bus routes that cornect Adams Morgan to L2 before it reaches Adams Morgan, eliminates ALL bus routes that cornect Adams Morgan to L2 before it reaches Adams Morgan, eliminates ALL bus routes that cornect Adams Morgan to L2 before it reaches Adams Morgan reidents to get downtown on weekends further reduces the linited optics for Adams Morgan reidents to get downtown on weekends that the city of a doesn't shoot itself in the foot by adopting these cuts. These surged toors would eliminate and Adams get Adjuic more to royk it. Like of two Margan Patho Res suggestions out like in the oty adopting these cuts. These suggestions to the to see our Adhagem of Adjuic cute like to a well. Taking away photics in the sea our photics margan fails on the trains they adout adjuic trainsportation to adjuic adjuice a		Operating Budget Management and Spending
on weekends, as well as terminating the U2 before a reaches Adams Morgan, eliminates ALL bus routes that cornert Adams Morgan to Journal of Prajel Straums. Reducing service on the S2 on weekends. This proposal would reduce a significant anoth of public transportation on weekends. This proposal would reduce a significant and thang my Adip resease traffic and pollution. I despressive of the service ITHE		
that concet Adams Morgan to Dupont and Faragut Square. Reducing service on the S2 on weekends proposal would reduce a significant amount of public transit options in one of the neglborhoods in DC where it is harder to own and park a car. These service cuts will craphe the dc area and dramatically increase traffic and publich. I desprated bep that the city of dc doesn't short totel in the foot by dooting these cuts dissipation to one of the city of dc doesn't short totel in the foot by dooting these cuts dissipation to cut in the cut work. I would have to leave entire and take a fonger route to work. A someone who has relied on metro for years. It is dissipation to cut in the see our public transportation continue to fail apart. I used to work and get home at 11m, and how many other solt work in weel Taking away people's ability to more affordable travel when Maryland Virginia And DC government ned to understand that public transportation is essential . distapporting. They need to have longer transfers on the card and also on the trains They should just transportation for outside funding, in a post pandemic word, who weel tess commuters for work downtow, we have large employment sectors leaving the city (Capital/Wiradis A bountown office vord), but no system for engaging with to sevio salt in a solt spandemic word, we have it as appears to be limited to nor rebooling of the outside. To with dive who salt be cur eve main uses are and why they are using cut in a vita get metro for subject funding to post pandreak way affordable transit. It appears find a new ypb. This is activity reliculuis. How are you cut ting service and raising prices to public transit in 202477 Abilit trans some of the reasons this dry shores. The row you take away affordable brank with to be vord still exercise the relice for varias fund a new yob. This is denstating. Prease of the reasons this dry shores. The row you take away affordable transit, how who they the searce the relice for varias fund a new yob. This fert	Dupont/downtown on weekendswhich is the primary way I use Metrobus! Eliminating the 42 and 43	
further reduces the limited options for Adams Morgan residents to get downtown on weekends. This proposal would reduce a significant amount of public transits options in one of the neighborhoods in DC where it is hardest to own and park a car. Bus Service Interes service out will cripple the day cares and dramatically increase traffic and pollution. I deparetly hope that the city of day dears it hand to be adopting these cuts these suggestions would eliminate and change my daily commute to work. I work and get home at 11pm, and i know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travely ortand Wirginia And D Cyewerment need to understand that public transportation is essential. Is disappointing to own and get home at 11pm, and i know many others still worn late night shifts like that as well. Taking away commet for draw the end when Maynifan elimite. Here should just leave: It how it is They should just leave: It how it is has care to the care and alse on the trains Rail Service Here work down down, we have leage end/private to the top (specifically metro rail) Will result in less draws. Increasing got or cutting service to Metro (specifically metro rail) Will result in less draws. Increase to make large end/private to the should public transportation is essential. Is disappointing to city draws be or work downtown, we have large end/private to thom with be to or we main users are and why they are to the avail by the set or count of the city of the methes to the set or admains for the avails. This is a vicial and we to ity shows. The more you take away affordable public transits here and the city and make it is thy thens. The more you take away and for Admain the face of a climate criss? You?Pre going to bring more ga		
proposal would reduce a significant amount of public transit options in one of the neighborhood in DC Bus Service These service cuts will cripple the dc area and dramatically increase traffic and polition. I desperately hope that the city of dc deent shood hose relide on mere to aver a door not be too who has relide on mere too years. It is disappointing to to the to see our public transportation continue to fail apart. Lued to work and get home at 11pm, and incoma way there show any disappointing to to the to see our public transportation continue to fail apart. Lued to work and get home at 12pm, and incoma way to there show any disappointing to to the to see our public transportation continue to fail apart. Lued to work and get home at 12pm, and incoma way to the sissential. I als sissential. I als sissential. Bus Service They need to have longer transfers on the card and also on the trains. Ball Service Bus Service They should just service to Metro (specifically metro atil) will result in less of and in the service have how its. Miscellaneous Bus Service They should just service to Metro (specifically metro atil) will result in less of and in get port apart for engaging and gen engloyment sectors leaving the city (capital/Wiards a Derew or and the set of an attain get not took of the network downtown, we have large employment sectors leaving the city (capital/Wiards a Derew or and using a part service to public transport the set of and attain the set of a dimate criss? You'ne going to fram get apart and the set of a dimate criss? You'ne going to fram get apart and the work downtown or and the face of a dimate criss? You'ne going to fram get apart and the set of a dimate criss? You'ne going to fram get apart and the work attainds applet y making		
where it is hardest to own and park a car. Here service curves will cripple the dare are and amatically increase traffic and pollution. I desperately have start that the city of dc doesn't shoot itself in the foot by adopting these curs Here's agestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work. As someone who has relied on metro for years. It is disappointing to oit he to see our uptilor transportation continue to fall part. Lued to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Viggina And OC government need to understand that leave it how it is disappointing to oit is essentia. Is disappointing. They need to have longer transfers on the card and also on the trans They should usite transportation is essentia. Is disappointing. They should usite they or tist disappointing to also or to curting service to Metro [specifically metro rail) will essult is a dreship, resulting in a larger end for outside funding. In a post pandemic word, we have less commuters for work downtown, we have large employment sectors leaving the city (Capital/Wizards Bowrtown office work), but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rails services. With these proposal I vill most likely be forcing only to but my care out the city and find a new job. This is absolutely inficultus. New are you curting service and raising prices to public transit in 202477 Public transit is one of the reasons this city shines. The more you take away affordable public transit in 202477 Public transit is one of the reasons with city shines. The more you take away affordable public transit in 20257 Public transit is need of the school work and grade more start were service. This is memarasing. This is me		
These service cuts will crippet the de area and dramatically increase traffic and pollution. I desperately be the service of de doers those traff in the foot by adopting these cuts bus Service These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer rout to work. As someone work has relied on more for yeas. It is disappointing to cot it he to see our public transportation continue to fail apart. Lused to work and get home at 11m, and it how many others still worn list high this list hart as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is sensifi. Is disappointing. Bus Service They should just have to bake the set it bus its bus to bus they set it bus its bus to apply they are using rais evices. With they emposed is with most likely be forced to move out of the city and mark to set with a set it bus its applications. The more you take way affodable public transportation continue way affodable public transportation takes are and why they are using rais evices. With they are using rais evices with the set of a climate criss? You're going to bring more gazing cars in the city and mark it bus who was to uncease the price? For what? People get hurt ever day on YOUR METRO. I want it the cole, rain, anow and get the works take get a down it moves and using rais ever to advest. Bus they are using market way with weak and use ther first and cleaner. I take it everyday and the advest it bus its advest. The out equilar factors the work advest its day and the work may differ dow way affordable public transport to advest. Bus procees and public transport to advest the set way and the advest and the set of a climate criss? You're going to bring more gazing cars into the exity admest. The more typut and the sevent adv		Bus Service
These suggestions would eliminate and change my duily commute to work. I would have to leave earlier and take longer route to work. As some one who has relied on metro for years. It is disappointing to col the to see our public transportation continue to fall apart. Lused to work and get home at 11 apm, and 1 how many others still word its english shifts like what as well. Taking away people's ability to more affordable travel when Manyland Virginia And DC government need to understand that public transportation is essential. Is disappointing . They need to have longer transfers on the card and also on the trans They should just leave it how it is This is a cyclical size. Increasing cost or cutting service to Metro (Specifical) metro rail) will result in less idership. resulting in a larger need for outside funding. In a post pandemic world, we have less commutes for work downtown, we have large employment scotts leaving the city (Lapital). Witards & Downtown office work), but no system for engaging with those who still need services here. There appears to be limped to articling of the outcok for who might be our new main users are and why they are using rail services. With these proposals i will most shiely be forced to move out of the city and find a new job. This is aboulterly ridiculous. How are you cutting service and naling prices to public transit, the more DC will slip away and die. And in the face of a climate crisis? You?re going to bring more gas- gazzling cars into the dray and make it less livable. This is advaluestie, mayber transfer, first and cleaner. I take it everyday and firs gross to see what people get away with. Now you want to increase the increi? for what? People get hut very day on YOUM RETRO. I want it the cold, rain, sowal ang et the words, for what? People get neer you have the date of adisen price? For what? People get neer you have the date of adisense first and cleaner. I take it everyday and firsy swith the worst attrudes. New York seems better than this. Unsection weekends, whic		
earlier and take a longer route to work. As someone who has relied on metro for year. It is disappointing to the to see our public transportation continue to fail part. Lusde to work and get home at 11pm, and 1 know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Manyland Arigina And DC government need to understand that public transportation is essential. Is disappointing. They need to have longer transfers on the card and also on the trains They should just leave it how it is Bus Service They should just leave it how it is Bus Service This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership, exploriting in a larger med for outside funding. In a pot pandemic word, we have less commutes for work downtom, we have large employment sectors leaving the city (Capitals/Wirards 8. Downtown office word), but no system for engging with those who all line desrvices here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. This is absolutely ridiculous. How are you cutting services to public transits. In 20247? Public transits is on of the reason this city shines. The more you take away affordable public transits. The other yan dmais the sity shines. This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and rit? gross to ever hat people get away with. Now you you not not mease the price? Privat? People get hurt every day on YOUK METRO. I want it the cold, rain, snow and get the worst service, the uorst drivers with the worst attitudes new you was to increase the price? Privat? Private and the worst day on You we have service to Adams Morgan. I use the 12 to get to upper NW Washington, the 42/43 on weekends to get downtow and to the Kennedy Center, and the S	hone that the situ of de descrift shoet itself in the fact hundred in the second second	
disapointing to co the to see our public transportation continue to fall apart. Lused to work and get home at 1 gm, and 1 know amy others still work the that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential. Is disapointing. Bus Service They should just leave it how it is They need to have longer transfers on the card and also on the trans. Rail Service They should just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifical) metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large emplyment sectors leaving the city (capitals/Wirads & Downtown office work), but no system for engaging with those who still need services here. There appears to be limited to no reologing of the outokoff or who might be our new main users are and why they are using rail services. With their proposals I will most likely be forced to more out of the city and find a new job. Capital Budget This is absolutely ridiculous. How are you cutting service and raising prices to public transt in 20247? Public transits is or of the reason this city sintes. The more you takes away affordable public transt in the more DC will slip away and die. And in the face of a climate criss? You?re going to bring more gas guzzling cars into the city and make It less livable. This is absolutely ridiculous. How are you cutting service and raising prices to public transt in 20247? Public transits in proposal really dest and issense that the cold, rais, now and get the work service. This is set was that people get away with. Now you want to increase the price? For what? People get hut every day on YOUM RETO. I want the cold, rais, now and get the work service. This is devastating. Bease do not increase wait litter and is any of the the uscole rais, now and get the work dawas for the veery func		Bus Service
Inome at 11pm, and 1 know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Manyland Vriginia And DC government need to understand that public transportation is essential. Is disappointing. They need to have longer transfers on the card and also on the trains Rail Service This is a cyclical issue. Increasing cost or cutting service to Metro (specifical) metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic word, we have less commuters for work downtown, we have large employment sectors leaving the city (Capital)/Wirards & Downtown office work). Unto no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. This is absolutely ridiculous. How are you cutting service and raising prices to public transit in 2024?? Public transit is one of the reasons this dry shines. The more you take away affordable public transit the more DC will silp away and die. And in the face of a climate criss? You're ging to bring more gas guzzing cars in the city and mais the less livable. This is actually pathetic, maybe try making your metro system safer first and cleaner. Take it everyday and it's gross to see what people get away with. Now you want to increase the price? For what? People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst drivers with the worst attrudes. New Yorks serves better than this. This is devastating. Please do not increase wait times and just get rid of the bus completely This is devastating. Please do not increase wait times and public transit. Hadars Morgan, particularly on weekends, which is when my household often uses Metrobus the most. This structous proposal really does a disservice to Adams M	These suggestions would eliminate and change my daily commute to work. I would have to leave	Bus Service
understand that public transportation is essential. Is dissponting. Bus Service They should just leave it how it is Miscellaneous This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wizards & Downtown office work). But on system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. Capital Budget This is absolutely ridiculous. How are you cutting service and raising prices to public transit in 20247? Capital Budget Public transit is one of the reasons this city shines. The more you take away affordable public transit, the more DC will slip away and die. And in the face of a climate crisis? You?re going to bring more gas guzzing cars into the city and make it less livable. Service Levels Service Everice Levels Service Service This is deadual public transit in , snow and get the worst service, the worst drivers with the worst attitudes. New York seems better than this. Bus Service This is deaduated and loces and store and make it uses how at generating and the sense of the cut solutown and to the kennedy Center, and the 22/3 on weekends to get downtown and to the kennedy Center, and the 23/4 and weekends to get downtown	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work . As someone who has relied on metro for years. It is	Bus Service
They need to have longer transfers on the card and also on the trains They need to have longer transfers on the card and also on the trains They should just leave it how it is Miscellaneous Miscellaneous Miscellaneous Miscellaneous Miscellaneous Miscellaneous Capital Save. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wirards & Downtown office work), but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlok for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. This is absolutely ridiculous. How are you cutting service and raising prices to public transit in 2024?? Public transit is one of the reasons this city shines. The more you take away affordable public transit, the more DC will silp away and die. And in the face of a climate crisi? You?re going to bring more gas guzzling cars into the city and make it less livable. This is adsolutely ridiculous. How ware way with. Now you want to increase the price? For what? People get hart every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst drivers with the worst attimes and just get rid of the bus completely Washington, the 42/43 on weekends to get downtown and to the Renedy Centre, and the S2 all days of the week including weekends. This proposal would really decimate public transit. In dams Morgan, particularly on weekends, which is when my household often uses Metrobus the most. This first and cleaner take it neegular riders which his a problem not being enforced. For students, fince should to stile, raine equary riders which his a problem not being enforced. For students, fince should to sugt are gasersing. Dis Mart	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work . As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get	Bus Service
They should just leave it how it is Miscellaneous Miscellaneous Miscellaneous Miscellaneous This is a cyclical issue. Increasing cost or cuting service to Metro (specifically metro rail) will result in a larger need for outside funding, in a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wirands & Downtown Office work). But no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. Capital Budget This is absolutely indiculous. How are you cutting service and raising prices to public transit to a cyclical services. There every and the number of the city and make it less livable. These proposals I will most likely be forced to move out of the city and fits gross to see what people get away with. The wory out take away affordable public transit, the more DC will slip away and die. And in the face of a climate crisis? You're going to bring more gas guzzling cars into the city and make it less livable. This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and first gross to see what people get away with. Now you want to increase the price? For what? People get nevery day on YOU METRO. I usnit it the cold, rain, snow and get the worst service, he worst drivers with the worst attitudes. New York seems better than this. Bus Service I have a dispervice to Adams Morgan. I use the L2 to get to upper NW Miscellaneous This is chararssing. Miscellaneous (Adams Morgan, Elevice) (Adams Morgan, Elevice) (Adams Morgan, I use the L2 to get to upper NW Washington, the 24/3 on weekends to get downtown and to the Kennedy Center, and the S2 all days of the week including weekends. This proposal woulf canible complice the post. For equart fiders, for evables on fines should con	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work. As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away	Bus Service
This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wiards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. Capital Budget This is absolutely ridiculous. How are you cutting service and raising prices to public transit in 2024? Public transit is one of the reasons this city shines. The more you take away affordable public transit, the more DC will silp away and die. And in the face of a climate crisis? You?re going to bring more gas guzzling cars into the city and make I less livable. This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and it?rs gross to see what people get away with. Now you want to increase the price? For what? People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst drivers with the worst attitudes. New York seems better than this. This is devastang. Miscellaneous This is embarrassing. Miscellaneous This is devastang. Proposal on clincrease wait times and just get ind of the bus completely Washington, the 42/43 on weekends, which is shern my household often uses Metrobus the most. This proposal is awfull Metro should focus on fare evasion, both for students fines should range from \$10.25 per offense, with all a problem notheing enforced. For students, fines should range for \$10.25 per offense, with all a problem otheing enforced. For students, fines should range for \$10.25 per offense, which is a problem to being enforced. For students, fines should focus on fare evasion,	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work . As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing .	Bus Service
les rideship. resulting in a larger need for outside funding. In a post pandemic word, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wizards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. This is absolutely ridiculous. How are you cutting service and raising prices to public transit in 2024?? Public transit is one of the reasons this city shines. The more you take away affordable public transit, the more DC will slip away and die. And in the face of a climate criss? You?re going to bring more gas- guzzling cars in tothe city and make it less itwable. This is draulty pathetic, maybe try making your metro system safer fints and cleaner. I take it everyday and it?rs gross to see what people get away with. Now you want to increase the price? For what? People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst drivers with the worst attitudes. New York seems better than this. This is devaluts proposal really does a disservice to Adams Morgan. I use the L2 to get to upper NW Washington, the 2/A/3 on weekends to get downtown and to the Kennedy Center, and the 52 all days of the week including weekends. This proposal would really decimate public transit in deams Morgan, particularly on weekends which is when my househol often uses Mertobus the most. Bus Service This fine doubling at the end of the schould range from 510-25 per offense, with all unpaid fines doubling at the end of the schould range form 510-25 per offense, with all unpaid fines doubling at the end of the schould range form 510-25 per offense, with all unpaid fines doubling at the end of the schould range form 510-25 per offense, with all s problem not being enforce. For student	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work. As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains	Bus Service Rail Service
commuters for work downtown, we have large employment sectors leaving the city (Capital/Wizards & Downtown office work), but no system for engaging with those who still need services here. There appears to be limited to no rotoling of the outlook for who migh the our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. This is absolutely ridiculous. How are you cutting service and raising prices to public transit in 2024?? Public transit is one of the reasons this city shines. The more you take away affordable public transit, the more DC will silp away and die. And in the face of a climate crisis? You?re going to bring more gas- guzzling cars into the city and make it less livable. This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and it?s gross to see what people get away with. Now you want to increase the price? For what? People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst drivers with the worst attrudues. New York seems better than this. This is devastating. Please do not increase wait times and just get rid of the bus completely This is embarrassing. This is metarrassing. This is metarrassing. This MetroDus proposal really does a disservice to Adams Morgan. I use the L2 to get to upper NW Washington, the 42/43 on weekends to get downtow and to the Kennedy Center, and the S2 all days of the week including weekends. This proposal would really decimate public transit in Adams Morgan, particularly on weekends, which is when my household often uses Metrobus the most. This proposal is awfull Metro should focus on fare evasion, both for students and regular riders which is a problem not being enforced. For students, finge should have increasing fines for consecutive offenses up to \$500. The second example is for 3 fines: the st fine is \$100, the 2nd is \$250, the 3rd (and every other offense afterward) is \$5	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work. As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They should just leave it how it is	Bus Service Rail Service
appears to be limited to no retooling of the outlock for who might be our new main users are and why <pre>capital Budget</pre> they are using rail services. With these proposals I will most likely be fored to move out of the city and find a new job. Capital Budget This is absolutely ridiculous. How are you cutting service and raising prices to public transit in 2024?? Capital Budget Public transit is one of the reasons this city shines. The more you take away affordable public transit, the more DC will slip away and die. And in the face of a climate crisis? You're going to bring more gas- guzzling cars into the city and make it less livable. Service Levels This is actually publetic, may be try making your metro system safer first and cleaner. I take it everyday and it?s gross to see what people get away with. Now you want to increase the price? For what? Service Levels This is devastating. Please do not increase wait times and just get rid of the bus completely Bus Service Miscellaneous This is devastating. Please do not increase wait times and just get rid of the bus completely Bus Service Miscellaneous This is devastating. Please do not increase wait times and just get rid of the support transit in Adams Morgan, and the kennedy Center, and the S2 all days of the week including weekends. This proposal would really decimate public transit in Adams Morgan, and particularly on weekends, which is when my household often uses Metrobus the most. Bus Service This is doubling at the end of the school year. For regular riders, fare evasion fines shuid lays of	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work. As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 1Jpm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They should just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in	Bus Service Rail Service
they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. Capital Budget This is absolutely ridiculous. How are you cutting service and raising prices to public transit in 2024? Public transit is one of the reasons this city shines. The more you take away affordable public transit, the more DC will slip away and die. And in the face of a climate crisis? You?re going to bring more gas- guzzling cars into the city and make it less livable. Service Levels This is absoluted make it less livable. Service Levels This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and it?s gross to see what people get away with. Now you want to increase the price? For what? People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst drivers with the worst attitudes. New York seems better than this. This is devastating. Please do not increase wait times and just get rid of the bus completely This is embarrassing. Miscelianeous This Metrobus proposal really does a disservice to Adams Morgan. I use the 12 to get to upper NW Washington, the 42/43 on weekends to get downtown and to the Kennedy Center, and the 52 all days of the week including weekends. This proposal would really decimate public transit in Adams Morgan, particularly on weekends, which is when my household often uses Metrobus the most. This proposal is awfull Metro should focus on fare evasion, both for students and regular riders which is a problem not being enforced. For students, fines should have increasing fines for consecutive offenses up to \$500. The great may is \$500, the 37 is \$250, the 37 di (and every other offense afterward) is \$500. Restore airport routes with daily service: 5A, 137, B30 Instead of eliminating routes, Metro should consider combining some routes into one route. For example, the E2 and K2 routes could be	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work. As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They should just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less	Bus Service Rail Service
find a new job. Capital Budget This is absolutely ridiculous. How are you cutting service and raising prices to public transit in 2042?? Capital Budget Public transit is one of the reasons this city shines. The more you take away affordable public transit, the more DC will slip away and die. And in the face of a climate crisis? You?re going to bring more gas-guzzling cars into the city and make it less livable. Service Levels This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and it? gross to see what people get away with. Now you want to increase the price? For what? Bus Service People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst drivers with the worst attitudes. New York seems better than this. Bus Service This is devastating. Please do not increase wait times and just get rid of the bus completely Bus Service Bus Service This is devastating. Please do not increase wait times and just get rid of the bus completely Bus Service Miscellaneous This is devastating. Please do not increase wait times and just get rid of the bus completely Bus Service Bus Service This is devastating. Please do not increase wait times and just get rid of the bus completely Bus Service Miscellaneous This is devastating. Please do not increase wait times and just get rid of the bus completely Bus Service Bus Service This is devabus frout shou	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work . As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They should just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters downkown, we have large employment sectors leaving the city (Capitals/Wizards & Downtown office work). but no system for engaging with those who still need services here. There	Bus Service Rail Service
This is absolutely ridiculous. How are you cutting service and raising prices to public transit in 2024?? Public transit is one of the reasons this city shines. The more you take away affordable public transit, the more Low Will slip away and die. And in the face of a climate crisis? You?re going to bring more gas-guzzling cars into the city and make it less livable. Service Levels Service Levels This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and it? gross to see what people get away with. Now you want to increase the price? For what? People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst drivers with the worst attitudes. New York seems better than this. Bus Service This is devastating. Please do not increase wait times and just get rid of the bus completely Bus Service This is devastating. Vlease do not increase wait times and just get rid of the bus completely Bus Service This is devastating. Please do not increase the price, and the S2 all days of the week including weekends. This proposal would really decimate public transit in Adams Morgan, particularly on weekends, which is more should often uses Metrobus the most. Bus Service This proposal is awfull Netro should focus on fare evasion, both for students and regular riders which is a problem not being enforced. For students, fines should ange from \$10-25 per offense, with all unpaid fines doubling at the end of the school year. For regular riders, fare evasion fines should have increasing fines for a Sines: the 1st fine is \$200. The first example is for 4 fines: the 1st fine is \$200. The first	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work. As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 1Jpm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They should just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wizards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why	Bus Service Rail Service
Public transit is one of the reasons this city shines. The more you take away affordable public transit, the more DC will slip away and die. And in the face of a climate crisis? You?re going to bring more gas- guzzling cars into the city and make it less livable. This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and it?s gross to see what people get away with. Now you want to increase the price? For what? People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worts service, the worst drivers with the worst attitudes. New York seems better than this. This is devastating. Please do not increase wait times and just get rid of the bus completely This is embarrassing. This Metrobus proposal really does a disservice to Adams Morgan. I use the L2 to get to upper NW Washington, the 42/43 on weekends to get downtown and to the Kennedy Center, and the S2 all days of the week including weekends. This proposal would really decimate public transit in Adams Morgan, particularly on weekends, which is when my household often uses Metrobus the most. This persopail is awfull Metro should focus on fare evasion, both for students and regular riders which is a problem not being enforced. For students, fines should range from \$10-25 per offense, with all unpaid fines doubling at the end of the school year. For regular riders, fare evasion fines should have increasing fines for consecutive offenses up to \$500. The first example is for 4 fines: the 1st fine is \$500, the 2nd is \$250, the 4th (and every other offense afterward) is \$500. The second example is for 3 fines: the 1st fine is \$100, the 2nd is \$250, the 3rd (and every other offense afterward) is \$500. Restore airport routes with daily service: \$A, 137, B30 Instead of eliminating routes, Metro	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work. As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 1µm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They should just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wizards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and they are using rail services.	Bus Service Rail Service Miscellaneous
guzzling cars into the city and make it less livable. Service Levels This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and it?s gross to see what people get away with. Now you want to increase the price? For what? Bus Service People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst drivers with the worst attitudes. New York seems better than this. Bus Service This is devastating. Please do not increase wait times and just get rid of the bus completely Bus Service This is devastating, nease do not increase wait times and just get rid of the bus completely Bus Service This is devastating, nease do not increase wait times and just get rid of the bus completely Bus Service This is devastating, nease do not increase wait times and just get rid of the bus completely Bus Service This is devastating, nease do not increase wait times and just get rid of the bus completely Bus Service Washington, the 42/43 on weekends to get downtown and to the Kennedy Center, and the 52 all days of the week including weekends. This proposal would really decimate public transit in Adams Morgan, particularly on weekends, which is when my household often uses Metrobus the most. Bus Service This proposal is awful! Metro should focus on fare evasion, both for students and regular riders which is a problem not being enforced. For students, fare should range from \$10-25 per offense, with all unpaid fines doubling at the end of the school year. For regular riders, fare evasion fines should have increasing fines for a fines: the 1st fine is \$250. The first eart	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work . As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They should just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wizards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job.	Bus Service Rail Service Miscellaneous
This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and it?s gross to see what people get away with. Now you want to increase the price? For what? People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst drivers with the worst attitudes. New York seems better than this. This is devastating. Please do not increase wait times and just get rid of the bus completely This is devastating. Please do not increase wait times and just get rid of the bus completely This is embarrassing. This Metrobus proposal really does a disservice to Adams Morgan. I use the L2 to get to upper NW Washington, the 42/43 on weekends to get downtown and to the Kennedy Center, and the S2 all days of the week including weekends. This proposal would really decimate public transit in Adams Morgan, particularly on weekends, which is when my household often uses Metrobus the most. This personal sawfull Metro should focus on fare evasion, both for students and regular riders which is a problem not being enforced. For students, fines should range from \$10-25 per offense, with all unpaid fines doubling at the end of the school year. For regular riders, fare evasion fines should have increasing fines for consecutive offenses up to \$500. The first example is for 4 fines: the 1st fine is \$500, the 2nd is \$250, the 4th (and every other offense afterward) is \$500. The second example is for 3 fines: the 1st fine is \$100, the 2nd is \$250, the 3rd (and every other offense afterward) is \$500. Restore airport routes with daily service: \$A, 13Y, B30 Instead of eliminating routes, Metro should consider combining some routes into one route. For example, the E2 and K2 routes could be	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work . As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 1Jpm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They should just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wizards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. This is absolutely ridiculous. How are you cutting service and raising prices to public transit in 2024?? Public transit is one of the reasons this city shines. The more you take away affordable public transit,	Bus Service Rail Service Miscellaneous
and it?s gross to see what people get away with. Now you want to increase the price? For what? People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst drivers with the worst attitudes. New York seems better than this. Bus Service This is devastating. Please do not increase wait times and just get rid of the bus completely This is devastating. Please do not increase wait times and just get rid of the bus completely This is devastating. Please do not increase wait times and just get rid of the bus completely This is devastating. Please do not increase wait times and just get rid of the bus completely This is devastating. Please do not increase wait times and just get rid of the bus completely This is devastating. Please do not increase wait times and just get rid of the bus completely This is devastating. Please do not increase to Adams Morgan. I use the L2 to get to upper NW Washington, the 42/43 on weekends to get downtown and to the Kennedy Center, and the S2 all days of the week including weekends. This proposal would really decimate public transit in Adams Morgan, particularly on weekends, which is when my household often uses Metrobus the most. This proposal is awfull Metro should focus on fare evasion, both for students and regular riders which is a problem not being enforced. For students, fines should range from \$10-25 per offense, with all unpaid fines doubling at the end of the school year. For regular riders, fare evasion fines should have increasing fines for consecutive offenses up to \$500. The first example is for 4 fines: the 1st fine is \$500, the 3rd is \$250, the 3rd is \$250, the 3rd is \$250, the 3rd is a problem not user with all wery other offense afterward] is \$500. The second example is for 3 fines: the 1st fine is \$100, the 2nd is \$250, the 3rd (and every other offense afterward) is \$500. The second example is for 3 fines: the 1st fine is \$100, the 2nd is \$250, the 3rd (and every other offense afterward) is \$500. Restore	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work . As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They should just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wizards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the cit y and find a new job. This is absolutely ridiculous. How are you cutting service and raising prices to public transit, the more DC will slip away and die. And in the face of a climate crisis? You?re going to bring more gas-	Bus Service Rail Service Miscellaneous Capital Budget
People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the Bus Service Worst drivers with the worst attitudes. New York seems better than this. Bus Service This is devastating. Please do not increase wait times and just get rid of the bus completely Bus Service This is embarrassing. Miscellaneous This Metrobus proposal really does a disservice to Adams Morgan. I use the L2 to get to upper NW Washington, the 42/43 on weekends to get downtown and to the Kennedy Center, and the S2 all days of the week including weekends. This proposal would really decimate public transit in Adams Morgan, particularly on weekends, which is when my household often uses Metrobus the most. Bus Service This proposal is awfull Metro should focus on fare evasion, both for students and regular riders which is a problem not being enforced. For students, fare evasion fines should have increasing fines for consecutive offenses up to \$500. The first example is for 4 fines: the 1st fine is \$500, the ard is \$250, the 3rd (and every other offense afterward) is \$500. The second example is for 3 fines: the 1st fine is \$100, the 2nd is \$250, the 3rd (and every other offense afterward) is \$500. Restore airport routes with daily service: \$A, 13Y, B30 Instead of eliminating routes, Metro should be to onside routes into one route. For example, the E2 and K2 routes could be	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work. As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They should just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wizards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. This is absolutely ridiculous. How are you cutting service and raising prices to public transit in 2024?? Public transit is one of the reasons this city shines. The more you take away affordable public transit, the more DC will slip away and die. And in the face of a climate crisis? You?re going to bring more save	Bus Service Rail Service Miscellaneous Capital Budget
worst drivers with the worst attitudes. New York seems better than this. Bus Service This is devastating. Please do not increase wait times and just get rid of the bus completely Bus Service This is embarrassing. Miscellaneous This herbobus proposal really does a disservice to Adams Morgan. I use the L2 to get to upper NW Miscellaneous Washington, the 42/43 on weekends to get downtown and to the Kennedy Center, and the S2 all days of the week including weekends. This proposal would really decimate public transit in Adams Morgan, particularly on weekends, which is when my household often uses Metrobus the most. Bus Service This proposal is awful! Metro should focus on fare evasion, both for students and regular riders which is a problem not being enforced. For students, fines should range from \$10-25 per offense, with all unpaid fines doubling at the end of the school year. For regular riders, fare evasion fines should have increasing fines for consecutive offenses up to \$500. The first example is for 4 fines: the 1st fine is \$250, the 4th (and every other offense afterward) is \$500. The second example is for 3 fines: the 1st fine is \$100, the 2rd is \$250, the 3rd (and every other offense afterward) is \$500. Restore airport routs with daily service: 5A, 13Y, B30 Instead of eliminating routes, Metro should be consider combining some routes into one route. For example, the E2 and K2 routes could be	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work . As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They should just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wizards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. This is absolutely ridiculous. How are you cutting service and raising prices to public transit in 2024?? Public transit is one of the reasons this city shines. The more you take away affordable public transit, the more DC will slip away and die. And in the face of a climate crisis? You?re going to bring more gas-guzzling cars into the city, and make it less livable. This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday	Bus Service Rail Service Miscellaneous Capital Budget
This is devastating. Please do not increase wait times and just get rid of the bus completely Bus Service This is embarrassing. Miscellaneous This Metrobus proposal really does a disservice to Adams Morgan. I use the L2 to get to upper NW Miscellaneous Washington, the 42/43 on weekends to get downtown and to the Kennedy Center, and the S2 all days of the week including weekends. This proposal would really decimate public transit in Adams Morgan, particularly on weekends, which is when my household often uses Metrobus the most. Bus Service This proposal is awfull Metro should focus on fare evasion, both for students and regular riders which is a problem not being enforced. For students, fines should range from \$10-25 per offense, with all unpaid fines doubling at the end of the school year. For regular riders, fare evasion fines should have increasing fines for consecutive offenses up to \$500. The first example is for 4 fines: the 1st fine is \$250, the 4th (and every other offense afterward) is \$500. Restore airport routes with daily service: \$A, 13Y, B30 Instead of eliminating routes, Metro should consider combining some routes into one route. For example, the E2 and K2 routes could be	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work. As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains . They should just leave it how it is . This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wizards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. This is absolutely ridiculous. How are you cutting service and raising prices to public transit, the more DC will slip away and die. And in the face of a climate crisis? You?re going to bring more gas-guzzing cars into the city and make it less livable. This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and nit? gross to see what people get away with. Now you want to increase the price? For what?	Bus Service Rail Service Miscellaneous Capital Budget
This Metrobus proposal really does a disservice to Adams Morgan. I use the L2 to get to upper NW Washington, the 42/43 on weekends to get downtown and to the Kennedy Center, and the S2 all days of the week including weekends. This proposal would really decimate public transit in Adams Morgan, particularly on weekends, which is when my household often uses Metrobus the most. Bus Service This proposal is awfull Metro should focus on fare evasion, both for students and regular riders which is a problem not being enforced. For students, fines should range from \$10-25 per offense, with all unpaid fines doubling at the end of the school year. For regular riders, fare evasion fines should have increasing fines for consecutive offenses up to \$500. The first example is for 4 fines: the 1st fine is \$250, the 3rd (and every other offense afterward) is \$500. Restore airport routes with daily service: SA, 13Y, B30 Instead of eliminating routes, Metro should consider combining some routes into one route. For example, the E2 and K2 routes could be	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work . As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They should just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wizards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. This is absolutely ridiculous. How are you cutting service and raising prices to public transit, the more DC will slip away and die. And in the face of a climate crisis? You?re going to bring more gas-guzzling cars into the city and make it less livable. This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and firs gross to see what people get away with. Now you want to increase the price? For what? People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the	Bus Service Rail Service Miscellaneous Capital Budget Service Levels
Washington, the 42/43 on weekends to get downtown and to the Kennedy Center, and the 52 all days of the week including weekends. This proposal would really decimate public transit in Adams Morgan, particularly on weekends, which is when my household often uses Metrobus the most. This proposal is awfull Metro should focus on fare evasion, both for students and regular riders which is a problem not being enforced. For students, fines should range from \$10-25 per offense, with all unpaid fines doubling at the end of the school year. For regular riders (fare evasion fines should have increasing fines for consecutive offenses up to \$500. The first example is for 4 fines: the 1st fine is \$50, the 2nd is \$250, the 4th (and every other offense afterward) is \$500. The second example is for 3 fines: the 1st fine is \$100, the 2nd is \$250, the 3rd (and every other offense afterward) is \$500. Restore airport routes with daily service: \$A, 13Y, B30 Instead of eliminating routes, Metro should consider combining some routes into one route. For example, the E2 and K2 routes could be	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work . As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 1µm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They should just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wizards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. This is absolutely ridiculous. How are you cutting service and raising prices to public transit in 2024?? Public transit is one of the reasons this city shines. The more you take away affordable public transit, the more DC will slip away and die. And in the face of a climate crisis? You?re going to bring more gas- guzzling cars into the city and make it less livable. This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and it?s gross to see what people get away with. Now you want to increase the price? For what? People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst drivers with the worst attitudes. New York seems be	Bus Service Rail Service Capital Budget Service Levels Bus Service Bus Service
of the week including weekends. This proposal would really decimate public transit in Adams Morgan, particularly on weekends, which is when my household often uses Metrobus the most. Bus Service This proposal is awfull Metro should focus on fare evasion, both for students and regular riders which is a problem not being enforced. For students, fines should range from \$10-25 per offense, with all unpaid fines doubling at the end of the school year. For regular riders, fare evasion fines should have increasing fines for consecutive offenses up to \$500. The first example is for 4 fines: the 1st fine is \$50, the 2nd is \$2100, the 3rd is \$250, the 4th (and every other offense afterward) is \$500. Restore airport routes with daily service: \$A, 13Y, B30 Instead of eliminating routes, Metro should consider combining some routes into one route. For example, the E2 and K2 routes could be	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work. As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They should just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wizards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. This is absolutely ridiculous. How are you cutting service and raising prices to public transit in 2024?? Public transit is one of the reasons this city shines. The more you take away affordable public transit, the more DC will slip away and die. And in the face of a climate crisi? You?re going to bring more gas-guzzing cars into the city and make it less livable. This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and lit? gross to see what people get away with. Now you want to increase the price? For what? People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst drivers with the worst attitudes. New York seems better than this. This is	Bus Service Rail Service Capital Budget Service Levels Bus Service Bus Service
particularly on weekends, which is when my household often uses Metrobus the most. This proposal is awfull Metro should focus on fare evasion, both for students and regular riders which is a problem not being enforced. For students, fines should range from \$10-25 per offense, with all unpaid fines doubling at the end of the school year. For regular riders, fare evasion fines should have increasing fines for consecutive offenses up to \$500. The first example is for 4 fines: the 1st fine is \$50, the 2nd is \$210, the 3rd is \$250, the 4th (and every other offense afterward) is \$500. The second example is for 3 fines: the 1st fine is \$100, the 2nd is \$250, the 3rd (and every other offense afterward) is \$500. Restore airport routes with daily service: \$A, 13Y, B30 Instead of eliminating routes, Metro should consider combining some routes into one route. For example, the E2 and K2 routes could be	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work. As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They should just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wizards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. This is absolutely ridiculous. How are you cutting service and raising prices to public transit in 2024? Public transit is one of the reasons this city shines. The more you take away affordable public transit, the more DC will slip away and die. And in the face of a climate crisis? You?re going to bring more gas-guzzling cars into the city and make it less livable. This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and ti?s gross to see what people get away with. Now you want to increase the price? For what? People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst drivers with the worst attitudes. New York seems better than this. This is	Bus Service Rail Service Capital Budget Service Levels Bus Service Bus Service
This proposal is awfull Metro should focus on fare evasion, both for students and regular riders which is a problem not being enforced. For students, fines should range from \$10-25 per offense, with all unpaid fines doubling at the end of the school year. For regular riders, fare evasion fines should have increasing fines for consecutive offenses up to \$500. The first example is for 4 fines: the 1st fine is \$50, the 2nd is \$100, the 3rd is \$250, the 4th (and every other offense afterward) is \$500. The second example is for 3 fines: the 1st fine is \$100, the 2nd is \$250, the 3rd (and every other offense afterward) is \$500. Restore airport routes with daily service: 5A, 13Y, B30 Instead of eliminating routes, Metro should consider combining some routes into one route. For example, the E2 and K2 routes could be	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work . As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They should just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wirards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. This is absolutely ridiculous. How are you cutting service and raising prices to public transit in 2024?? Public transit is one of the reasons this city shines. The more you take away affordable public transit, the more DC will slip away and die. And in the face of a climate crisis? You?re going to bring more gas- guzzling cars into the city and make it less livable. This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and if?s gross to see what people get away with. Now you want to increase the price? For what? People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst drivers with the worst attitudes. New York seems better than this. This	Bus Service Rail Service Capital Budget Service Levels Bus Service Bus Service
unpaid fines doubling at the end of the school year. For regular riders, fare evasion fines should have increasing fines for consecutive offenses up to \$500. The first example is for 4 fines: the 1st fine is \$50, the 2nd is \$100, the 3rd is \$250, the 4th (and every other offense afterward) is \$500. The second example is for 3 fines: the 1st fine is \$100, the 2nd is \$250, the 3rd (and every other offense afterward) is \$500. Restore airport routes with daily service: \$A, 13Y, B30 Instead of eliminating routes, Metro should consider combining some routes into one route. For example, the E2 and K2 routes could be	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work . As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They should just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wizards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. This is absolutely ridiculous. How are you cutting service and raising prices to public transit, the more DC will slip away and die. And in the face of a climate crisis? You?re going to bring more gas- guzzling cars into the city and make it less livable. This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and it? gross to see what people get away with. Now you want to increase the price? For what? People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst drivers with the worst attitudes. New York seems better than this. This is devastating. Please do not increase wait times and just get rid of the bus completely This is embarrassing. Thi	Bus Service Rail Service Capital Budget Service Levels Bus Service
increasing fines for consecutive offenses up to \$500. The first example is for 4 fines: the 1st fine is \$50, the 2nd is \$100, the 3rd is \$250, the 4th (and every other offense afterward) is \$500. The second example is for 3 fines: the 1st fine is \$100, the 2nd is \$250, the 3rd (and every other offense afterward) is \$500. Restore airport routes with daily service: \$A, 13Y, B30 Instead of eliminating routes, Metro should consider combining some routes into one route. For example, the E2 and K2 routes could be	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work. As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They should just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (CapitalS/Wizards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. This is absolutely ridiculous. How are you cutting service and raising prices to public transit in 2024?? Public transit is one of the reasons this city shines. The more you take away affordable public transit, the more DC will slip away and die. And in the face of a climate crisis? You?re going to bring more gas-guzzling cars into the city and make it less livable. This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and it?s gross to see what people get away with. Now you want to increase the price? For what? People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst drivers with the worst attitudes. New York seems better than this. This i	Bus Service Rail Service Capital Budget Service Levels Bus Service
the 2nd is \$100, the 3rd is \$250, the 4th (and every other offense afterward) is \$500. The second example is for 3 fines: the 1st fine is \$100, the 2nd is \$250, the 3rd (and every other offense afterward) is \$500. Restore airport routes with daily service: 5A, 13Y, B30 Instead of eliminating routes, Metro should consider combining some routes into one route. For example, the E2 and K2 routes could be	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work . As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They should just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wizards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. This is absolutely ridiculous. How are you cutting service and raising prices to public transit in 2024?? Public transit is one of the reasons this city shines. The more you take away affordable public transit, the more DC will slip away and die. And in the face of a climate crisis? You?re going to bring more gas- guzzling cars into the city and make it less livable. This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and it?s gross to see what people get away with. Now you want to increase the price? For what? People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst drivers with the worst attitudes. New York seems better than this. This	Bus Service Rail Service Capital Budget Service Levels Bus Service
example is for 3 fines: the 1st fine is \$100, the 2nd is \$250, the 3rd (and every other offense afterward) is \$500. Restore airport routes with daily service: 5A, 13Y, B30 Instead of eliminating routes, Metro should consider combining some routes into one route. For example, the E2 and K2 routes could be	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work . As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They should just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wizards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. This is absolutely ridiculous. How are you cutting service and raising prices to public transit in 2024?? Public transit is one of the reasons this city shines. The more you take away affordable public transit, the more DC will slip away and die. And in the face of a climate crisis? You?re going to bring more gas- guzzing cars into the city and make it less livable. This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and it?? gross to see what people get away with. Now you want to increase the price? For what? People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst drivers with the worst attitudes. New York seems better than this. This	Bus Service Rail Service Capital Budget Service Levels Bus Service
is \$500. Restore airport routes with daily service: 5A, 13Y, B30 Instead of eliminating routes, Metro should consider combining some routes into one route. For example, the E2 and K2 routes could be	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work . As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They should just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wizards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. This is absolutely ridiculous. How are you cutting service and raising prices to public transit in 2024?? Public transit is one of the reasons this city shines. The more you take away affordable public transit, the more DC will slip away and die. And in the face of a climate crisis? You?re going to bring more gas- guzzling cars into the city and make it less livable. This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and it?s gross to see what people get away with. Now you want to increase the price? For what? People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst drivers with the worst attitudes. New York seems better than this. This	Bus Service Rail Service Capital Budget Service Levels Bus Service
	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work . As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They need to have longer transfers on the card and also on the trains They should just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wizards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. This is absolutely ridiculous. How are you cutting service and raising prices to public transit in 2024?? Public transit is one of the reasons this city shines. The more you take away affordable public transit, the more DC will slip away and die. And in the face of a climate crisis? You?re going to bring more gas- guzzling cars into the city and make it less livable. This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and it?s gross to see what people get away with. Now you want to increase the price? For what? People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst d	Bus Service Rail Service Capital Budget Service Levels Bus Service
	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work . As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They should just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wizards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. This is absolutely ridiculous. How are you cutting service and raising prices to public transit, the more DC will slip away and die. And in the face of a climate crisis? You?re going to bring more gas- guzzling cars into the city and make it less livable. This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and it?s gross to see what people get away with. Now you want to increase the price? For what? People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst drivers with the worst attitudes. New York seems better than this. This is devastating. Please do not increase wait times and just get rid of the bus completely This is embarrassing. Th	Bus Service Rail Service Capital Budget Service Levels Bus Service
combined into a new E2 route from Ivy City to Takoma. Metro should be focused on preserving as	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work . As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They stold just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wizards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. This is absolutely ridiculous. How are you cutting service and raising prices to public transit in 2024?? Public transit is one of the reasons this city shines. The more you take away afforable public transit, the more DC will slip away and die. And in the face of a climate crisis? You?re going to bring more gas- guzzling cars into the city and make it less livable. This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and it?g gross to see what people get away with. Now you want to increase the price? For what? People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst drivers with the worst attitudes. New York seems better than this. This i	Bus Service Rail Service Capital Budget Service Levels Bus Service
	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work. As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They should just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wizards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. This is absolutely ridiculous. How are you cutting service and raising prices to public transit, the more DC will slip away and die. And in the face of a climate crisis? You?re going to bring more gas- guzzing cars into the city and make it less livable. This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and it? gross to see what people get away with. Now you want to increase the price? For what? People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst drivers with the worst attitudes. New York seems better than this. This is devastating. Please do not increase wait times and just get rid of the bus completely This is embarrassing. This	Bus Service Rail Service Capital Budget Service Levels Bus Service
bigger problem and Metro will lose more customers with these cuts. This is no good for anyone!!! Bus Service This will be effected more people Miscellaneous	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work. As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They should just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wizards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. This is absolutely ridiculous. How are you cutting service and raising prices to public transit in 2024?? Public transit is one of the reasons this city shines. The more you take away affordable public transit, the more DC will slip away and die. And in the face of a climate crisi? You?re going to bring more gas- guzzling cars into the city and make it less livable. This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and it?? gross to see what people get away with. Now you want to increase the price? For what? People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst drivers with the worst attitudes. New York seems better than this. This i	Bus Service Rail Service Capital Budget Service Levels Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
Inits will be effected inter people mischareous Those of us without cars NEED a comprehensive, reliable public transit system. Miscenareous	These suggestions would eliminate and change my daily commute to work. I would have to leave earlier and take a longer route to work. As someone who has relied on metro for years. It is disappointing to co ti he to see our public transportation continue to fall apart. I used to work and get home at 11pm, and I know many others still worn late night shifts like that as well. Taking away people's ability to more affordable travel when Maryland Virginia And DC government need to understand that public transportation is essential . Is disappointing . They need to have longer transfers on the card and also on the trains They should just leave it how it is This is a cyclical issue. Increasing cost or cutting service to Metro (specifically metro rail) will result in less ridership. resulting in a larger need for outside funding. In a post pandemic world, we have less commuters for work downtown, we have large employment sectors leaving the city (Capitals/Wizards & Downtown office work). but no system for engaging with those who still need services here. There appears to be limited to no retooling of the outlook for who might be our new main users are and why they are using rail services. With these proposals I will most likely be forced to move out of the city and find a new job. This is absolutely ridiculous. How are you cutting service and raising prices to public transit in 2024?? Public transit is one of the reasons this city shines. The more you take away affordable public transit, the more DC will slip away and die. And in the face of a climate crisis? You?re going to bring more gas- guzzling cars into the city and make it less livable. This is actually pathetic, maybe try making your metro system safer first and cleaner. I take it everyday and it?s gross to see what people get away with. Now you want to increase the price? For what? People get hurt every day on YOUR METRO. I want it the cold, rain, snow and get the worst service, the worst drivers with the worst attitudes. New York seems better than this. This	Bus Service Rail Service Miscellaneous Capital Budget Service Levels Bus Service

Control Control Control <		
 subscription barbar barbarbarbar barbar barbar barbar barbar barbar barbar barbar barba	Comment	Category
orden in orden in the set or ender or gen in de inter ender or gen in de inter well and autor or gen inter i		
both the book of the book should be book in the per the result has been per the book of the		
 beside the second probes Many should be the second probe the second probes of th		
Hind of a model of a set of a barbox barbox and barbox		Rus Sanica
Solutionamile and the service of a set of		
The number of the second point in Generation theorem is not in the part in the 11 more in the second point point in the second		Fares/Fees/Parking
Etably, second processing and appendix the same and appendix the second processing and appendix the second processing appendix to appen		
and hand or best end hand, i out end hand, i out end hand or h		
hat many of having to see much having to see much due as way any age all bit of moves for the second of having to see much way any age all bit of moves for the second of having to see much way and the second of having to secon	Metro needs to change the tune a bit, though, about remote workunfortunately, that's here to stay	
consults of here and the plant that taking bottom is note the appointed of half and too too provide of half and too	and having Metro leadership keep harping on about how remote work is cutting revenue is an old tune	
my united grow or were even or . The start, the conference of the start of the star	that many of us are tired of hearing. I commute three days a week and pay a good bit of money for that	
and part of the sector of the		
booming on factor of Metrio of Herpic Keeps going op and Here ware shift is an incree ware factor is be work of Foldings / The wave shift is an incree ware factor is be work of Foldings / The wave shift is an incree ware ware shows and foldings / The wave shift is an incree ware factor is be work of the wave shift is an incree ware shift is an incree ware factor is be work of the wave shift is an incree ware shift is an incree ware shift is an incree ware shift is an incree ware shift is an incree ware factor is be work of the wave shift is an incree ware shift is an incree w		
The it forms were it, the week of Polancy 21. There was an use of Drage and Pays (inserved Were in Concernsore 1000000000000000000000000000000000000		
sid web and have a set in the set have and set of experiment in the angle of angle o		
 base, between the there are SUL for a prior built can draw and the sub error built or a prior or built can draw and the sub error built or the sub error built of the sub		
Weak, the states is commune to and muniper that is an it is not commune? Image: Commune to another than it is not commune? CP: Specify is provided in the state is not in		
hear far outsourth 9000000000000000000000000000000000000		
ohen book how York shown yoas for fare pare 19:2 bits as exels, ind we're tailing fait rated of synam i sending and rous is sequently. All of het is any, largerents on much the tangenergy for sour sole in my moch where took is a sequently and the tare you and the tangenergy for sour sole in my moch where took jast easily table that move and part to get in my hulfing of the sour table in my moch where took part easily table that move and part to get in my hulfing of the sour table in my moch where took part easily table that move and part to get in my hulfing of the sour table in my moch where took part of parts are source took part took for the source as our table in my moch where took parts of parts are source took parts of the source took the source table took parts the source took parts of the source took took took took took took parts are source took took parts of the source took took took took took took took too		
51.7 by ref p i just some ik is of the bar share of the bar share on the bar		
speer service		
Single days be the provided and the high bencem handy claim and the former (ML is attendem in my handle gas) Single Higher, Management and Sporting Single Higher, Management and Sporting handle days at gas based with the base and the base is formed and the sport and the base attendem in the base and the base is formed and the sport and the provided handle days attendem in the base attendem in		
s our store in our module due to easily the ten movy only by ten pic in my boars in try tooleg. We show that the easily and the infragence in the 20 and alow the ten long. We show the the easily and the infragence in the 20 and alow. We show the infragence in the 20 and alow. We sh		
wook for the weak i amo and a fughetine. These already was observed to a strating regression of the strating regression of the strating regression. These already was observed to a strating regression of the strating regression. The strating regression of the strating regression of the strating regression. The strating regression of the regression of the strating regression. The strating regression of the regression of the strating regression. The strating regression of the regression of the strating regression. The strating regression of the regression of the regression of the strating regression. The strating regression of the regression of the regression of the strating regression. The strating regression of the	good waybut there's just so much more that has to be done and the fare increases would really leave	
Tanis a dense locality can too infrequently 12.0 minutes for a trans draining runh hour & for too long. Minutes and white seem incombly generation on forking and Staturing right and raining too. It world be incombly beneficial to here the metho a copen and 2 or even 3am. That is where i think may be incombly beneficial to here the metho a copen and 2 or even 3am. That is where i think rung and runhing too area of vasi atoms (method and set atoms in white in the set atoms (method set atoms have and a copen and set atoms in white in the set atoms (method in the set atoms in the set atoms (method in the set atom	a sour taste in my mouth when I could just as easily take that money and pay to park in my building at	
Uber and Life have become incredibly expension on first/and Saturday rights after a right out. It would be incredibly beneficial to have the robe open will 2 or early and saturday increase in use of people in their 20 and 36. We have the increase in use of people in their 20 and 36. We have the increase in use of people in their 20 and 36. We have the increase in use of people in their 20 and 36. We have the increase in use of people in their 20 and 36. We have the increase in use of people in their 20 and 36. We have the increase in use of people in their 20 and 36. We have the increase in the increase in the increase in the sature wells. We have the increase in the increase in the increase in the sature wells. We have the increase in the increase in the sature wells in the increase in the sature wells. We have the increase in the increase in the sature wells. We have the increase in the increase in the sature wells. We have the increase in the increase interve in the sature wells. We have the increase in the increase interve in the sature wells. We have the increase in the increase interve in the increase interve in the sature wells. We have the increase interve in the increase interve in the sature wells. We need to keep use in the increase interve in the increase interve in the sature wells. We need to keep use in the increase interve in the sature well in the sature in the sature interve in		
word is existing increasing use to program for the 2 or or 0.5. This server that we prove that we pr		Rail Service
you'li ear damain (noreas in notes for people in their 30 and 30. I in a serve in the serve in a se		
 Using enteropie make my commute longer by 50% our commuter base, but i's abetter value. If Using enter durations or composition of the mony we lot to cit is study, but boxines practices Is Service <		
trains take longer to arrive or are non conselled, i will hely revolute the system is some of the system is s		Kali Service
uning our funding to record 1 6% the money we lot to chi is stupic had business prateries We record our were yet studies (file ming Read), could be affected because we let the evaluation happening all the time. Does WMAT really have how well used this station is with some many present on a grant of the two polymes, the law 3 busine fire service berning Road to all the law 3. Show fire service berning read to any many service on grant were derived and on the law 3. Show fire service berning Road to all the law 3. Show fire service berning read to any ming protocol by the law 3. Show fire service berning read to any ming protocol by the law 3. Show fire service berning read to any ming protocol by the law 3. Show fire service berning read to any ming protocol by the law 3. Show for any ming protocol by the law 3. Show fire service berning read to any ming protocol by the law 3. Show for any ming protocol by the many areas not a substrate of the law 3. Show fire service berning read to any ming protocol by the law 3. Show for any s		Rus Sanica
VER concerned that our very up station (lemning local culd be affected because we see for easion happening and the time. Dees WMA really how how well set this station is with some many people on paying? We low that both the Buke Scherr lines service Beening Road as it makes it a much more desirable curve with the concerned well and the service Beening Road as it makes it a much more desirable curve with the some officience well and well and the state it a mean beening Board and the inner W. The other well and the mine W. The other service Beening Road as it makes it a mean beat and the state of the service Beening Road as it makes it a mean beat and the forgant service for convenience. Bus Service We real well and beat the Str. Surv Fillers from our hards to low States. Cutting the Other service States of the Dit is surveillers from our hards to low States. Cut the Board States. Bus Service We requerely right effect the Dit is surveillers from our hards to low States. Cut the Board States. Cut the Board States. Bus Service We need note and hores public transport and segreted depending of the Grie and States. Bus Service We need note and hores public transport and segreted depending of the Grie and States. Bus Service We need to state public transport and segreted depending of the Grie and States. Bus Service We need to state public transport and public transport and public transport and public transport and allow set to state service much and segreted to the set to state service. Bus Service We need to state public transport and public transport and the service state service much and segreted to the set to s		
existion targetion programs with the Bus AS below in the Bus AS below in terms to a serier description of the Bus AS below in terms due to Bing existion the Bus AS below in terms due to Bing existion and the Bus AS below in terms due to Bing existion and the Bus AS below in terms due to Bing existion and the Bus AS below in terms due to Bing existion and the Bus AS below in terms due to Bing existion and the Bus AS below in terms due to Bing existion and the Bing AS Bus AS		Bus Service
many people not pung? We too that both the Buie Salver lines sarvice Bening Rod at it makes a much mark disaible role with the source with were your lines. We are a long were with sines due to being serviced by only on the source of the sou		
much mode sizubite route with the two pilors. We are a longer wak away from the Minesetal Areuse station of the Changine lewith his much binger with tise due be ingreved by only one ince Would be to see increased service in order to ontel more orders AMD lower farse or just how ince Would be to see increased service for convenience. We are in Recards. BE CLASSEN the BO Sone lower ilgerificatify limit transity topics with the route is used to the maxime service for convenience. We requery the requert service for convenience. We requery the PLE CLASSEN the BO Sone lower ilgerificatify limit transity topics in our can set the more and traffe, grante is and more public transport and diversity of grants. We requery the PLE is and "limited in our can be the order and and the public transport and diversity of grants. We need nore and more public transport and diversity of grants. We need nore and more public transport and diversity of grants. We need nore and more public transport in diversity of grants. We need nore and more public transport in diversity of grants. We need nore and more public transport in diversity of grants. We need nore and more public transport in diversity of grants. We need nore and more public transport in diversity of grants. We need nore and more public transport in diversity of grants. We need nore and more public transport in diversity of grants. We need nore and the diversity of the public transport in bus an impact. We need nore and the diversity of the public transport in bus an impact. We need nore and the diversity of the public transport in bus an impact. We need nore and the diversity of the public transport in bus an impact. We need nore and the diversity of the public transport in bus an impact. We need nore and the diversity of the public transport in bus an impact. We need nore and the diversity of the public tregury more and transpublic transport in bus		
Avenue station on the Crange line which his much honger wait times due boleng serviced by only one iner fare facults as the 52 on weekends but all the time). We need bus routes to the many areas on seaseble val More times which equine which is a much to be bus in even due soutes to the many areas on the seaseble val More times which equine which is a much to the 54. Bus Service We are in Rosebble, RE CC, Curing the DE bus line will agnificantly line transportation. It routes on the factor that happint. Propheration on the factor tamping th		
line. Word fore to be increased service in order to mote income iden ADD lower fires or just have any rease on a casesbile with Metro trains with frequent service for convenience. Bus Service Remain Rescalable, Roberting or Lower income bus increases there any reases on a casesbile with Addition of the Datis werk information that bus haves to fire any rease in the Datis of Datis and the line of the line of the datis service in the line of the and the line of the line of the datis service in an use and funding or the line of the datis service in an use and funding or the line of the datis service in and the line of the line of the datis service in and the line of the line of the datis service in and the line of the datis service in the datis datis datis datis and the line of the datis datis datis datis and the line of the datis datis datis datis and the line of the datis datis datis datis and the line of the datis datis datis and the line of the datis datis datis datis and the line of the datis datis datis and the line of the datis datis datis datis datis and the line of the datis datis datis datis and the line of the datis datis datis datis datis and the line of the datis datis datis datis datis datis and the line of the datis datis datis and the line of the datis datis datis datis datis and the line of the datis datis dati		
accessible via Metro trains with frequent service for convenience. Bus Service community. We rely on L. Please do not cut the D6. Bus Service community. We rely on L. Please do not cut the D6. Bus Service community. We rely on L. Please do not cut the D6. Bus Service community. We rely on L. Please do not cut the D6. Bus Service community. We rely on L. Please do not cut the D6. Bus Service community. We rely on L. Please do not cut the D6. Bus Service community. We rely on L. Please do not cut the D6. Bus Service we need not more more and more public transport and diversity of options Miccelannous We need to soling met more than we are dunding metro. Capital Budget We need to soling met more than we are dunding metro. Fare Evation/Safety/Crime We need to soling metro. Bus Service We need to soling metro. Bus Service We need to soling metro. Bus Service We need to soling metro met than we are dunding metro. Bus Service We need to soling metro. Bus Service We need to soling metro. Bus Service We need to soling metro. Bus Service Bus Service		
We are in Rosebule, NE DC. Cutting the D6 hus the will significantly limit transit options in our participation of the D6. Hus were interested in the Hus Hus were interested in Hus	one fare (such as the \$2 on weekends but all the time). We need bus routes to the many areas not	
communy. We rely on it. Press do not cut the D6. bits of "life" from our home to limits studies. Cutting throuds, a well service a rother notes, will put Metto into a \u00ed statis spinal". People rely on public transportation. It reduces relates an attombles. Reducing or cutting service will most to a transport to the divis and to service. Bits Service we need for fum methone the most enducing service will most to the cutting and the divis and service. Bits Service We need for fum demost mome than we and enducing service will most to be service. Bits Service We need for fum demost mome than we and enducing service will most to be service. Bits Service. We need for tool methone and how enduced service will be service. Bits Service. We need for tool methone and how enduced service bits of current school lottery choices were made well. Nore Service. We need for tool methone. Cutting bits how and well will will well have that is dis during ornow. Nore Service. We need for tool methone. Cutting bits how and tool method is constration. Nore Service. We apport tool for tool be for choice. Service well have and well how well have and the method is constration. Nore Service. We apport tool for tool be for choice. Service were tool for the mag horts, but it for the mag horts, but it for the bot for choice. Nore for the most tool for tool have are tool for the mag horts, but it for the bot service. Nore Service. We have and fo	accessible via Metro trains with frequent service for convenience.	Bus Service
We frequently ride the D6. It: Sur "Heline" from our home to Union Station. Cutting bits route, as well as other outse, will post Meters into 2 "detah sipair". Regular (will work likely lead to more auto traffic, greater congestion, more acidents, increased air pollution, and ageneral degrading of the civic and social network. We need to read more public transport and diversity of options We need to sup bits 74 to keng up while mightor/hong growth in buzzard point. We need to sup bits 74 to keng up while mightor/hong growth in buzzard point. We need to stop fare evasions. Give students and low-income passengers cards to ride free and then endrore paying the fare of all others. To in statk to leat revenue that has an impact. The sight of people regularly hoping turn stills creates an atmosphere of the wild wild wet that is damaging our either were to keng bottom. Cutting bus frequency would be something we cude work around, but my kids cudin at the selection thus. Cutting bus frequency would be something we cude work around, but my kids cudin at the selection thus. Cutting bus frequency would be something we cude work around, but my kids cudin at the selection that the route would continue. Cutting bus foregroups will be opened to all you of for any specific moving to more in longer hoping that the note would action the map photos, but it loads hend hay orchanges stops. We real all you for any specific moving to more in longer hoping that the note would be regularity hoping turn strip would be free and the maday or changes strings the way it was an 2000 and the specific moving to more in hoping hoping. The sight of the same provide stop strip at high strip st	We are in Rosedale, NE DC. Cutting the D6 bus line will significantly limit transit options in our	
is other routes, will put Metro into a 'death spin'. People rely on public transportation. It reduces relance on automobils. Reducing or routing serice will movel its high set of to more auto traff, greater congestion, more accidents, increased air politoris, and a general degrading of the civic and social network. We need to fur diret more than we rel funding metro We need to there for more than we rel funding metro we need to leap that is transport and diversity of options We need to leap that for all others, it's not just the lost revenue that has an impact. The sight of people regularly hough turn silics creates an atmosphere of the wild wild wet that is damaging relevation. We readily conting turn silics creates an atmosphere of the wild wild wet that is damaging relevation. We readily conting turn silics creates an atmosphere of the wild wild wet that is damaging relevation in the front be for school access and the lids' current school lottery choices were made wild were ally or of hor to for access and the lids' current school lottery choices were made wild were ally or of hor our special needs young adult son. It has provided him with an independence that he never though the would experience. It is hard to tell front he map photos, but it looks like the proposed cus might affect some of his trips. We are in 2030. We hope he can continue with the metro access services the way it is Wet that this about to come. Thank you to ally oud 20 Every is always 50 mill. Wet access Wet turly need to continue metro access services the way it is What the wet his bub det cut, free and service changes and causes imple anyone und's 136. Wet have the metro access services the way it is What here wet out continue weaters is doad cause imple anyone und's 136. Wet have anyone until age of 21 even Airplanes and regular fair. Wet have need to continue metro access services the way it is What here weater out weaters is bed access and the terry unappealing. Wheneveen trun weaters is to 30 are ways fair fore or rode my motoryce t	community. We rely on it. Please do not cut the D6.	Bus Service
relance naturnobiles. Reducing or cutting service will most likely lead to more auto traffic, greater leastwork. Buseline constructions of the service of t	We frequently ride the D6. It's our 'lifeline' from our home to Union Station. Cutting this route, as well	
congetion, more accidents, increased air pollution, and a general degrading of the civic and social textork. Bus Service We need to fund more nubic transport and diversity of options Kincellaneous We need to fund more nubic transport and diversity of options Kincellaneous We need to fund met nome take are funding metror Capital Budget We need to stop for evasions. (Sive students and Win-income passengers cards to ride free and the substance) Kincellaneous Prove need to stop for evasions. (Sive students and Win-income passengers cards to ride free and the substance) Fire Evasion/Safety/Crime We really role to for school access and the kid' current school fortery choices were made with the expectation that the route would continue. Cutting bus frequency would be something we could work around, but no whold continue. Cutting bus frequency would be something we could work around, but no would continue. It is hand to tellant to tell from the map photos, but the dide the DE to and from the office. It is and to tellant to tellant to tellant the near though the would experience. It is hand to tellant t		
But Service But Service We need more and more public transport and diversity of options Miscellaneous We need to to that we are funding metro Capital Budget We need to stop fare evaluors. Give students and low-income passengers cards to rich free and then enforce paying there for lan others. It so hug the lob text revenue that has an impact. The sight of papole regularly hoping turn stills creates an atmosphere of the will will west that is damaging our city. Fare Evasion/Safety/Crime We read in rev should not use Metroral-it-tos fit, too much possibility of confusion-and weld be forced to drive then daily or change schools. Were all so moning to more inoffece days at work, and independence that he new thought he would experience. It is hang benefit to us here it were all you do for our section experial meeds young duits con. It has provided hin with an independence that he new thought affect toose of hit trips. We are in 22030. We hope he can continue were that here allow of change and service change if and cause imple anyone under 18 can't did ta hangymore turit is able to so denet in service all you do for our sections end wells here were allow this badget cut, fine and service change if and cause imple anyone under 18 can't did ta hangymore turit is able toose. Then we are in 22030. We hope he can continue were allow that badget cut, fine and service change if and cause imple anyone under 18 can't did ta hangymore turit is able toose service is always 50 once. We troil weed to continue entre access services the way't is What thin about the badget cut, fine and service changing in allow do for use young allow and the base for our fine was allow and the tab service is always 50 once. We not yout metro access and the wather is below 32 the fair for metroral and Metrobus should be		
We need nore and more public transport and diversity of options Micellaneous We need to keep bus 74 to keep up with neighborhood growth in buzard point. Bus Service We need to toke prevaions. Circle valueth and low-income passengers cards to ide free and then enforce paying the fare for all others. It's not just the lost revenue that has an impact. The sight of people regularly hoping turn stiles creates an atmosphere of the wild wet that is damaging our circle. Fare Evasion/Safety/Crime We really rely on the D6 for school access and the kids' current school lottery choices were made with the expectation that the route would contine. Curting bus frequency would be something we could work around, but my kids could not use Metorail-loo far, too much passibility of collosion-and we'd be forced to drive pacification and we'd be something we could work around, but my kids could not use Metorail-loo far, too much passibility of collosion-and we'd be something we could with a support of the ally or do for use pecial needs young adult son. It has provided him with a metro access for many years to come. Thank you for all you do I cure yeal enders young adult son. It has provided him with a metro access for many years to come. Thank you for all you do I cure years envice scharege is mad cause simple anyone nuder I& Bart for the rotage studies of the year (Bart trains too. Simple have a structure is passing in the two adult pager and regular trains too. Simple have a structure is passing is uservice MetroAccess What this about this bould get cut, far and service change is mad cause simple anyone nuder I& Bart for metroail and therappend during gets, far one entorail and therappend during for the pay regular far. Bus Service What this about		
We need to fund metro more than we are funding metro Capital Budget We need to keep bit 74 to keep up with heighbordhood growth in buzard point. Bus Service We need to stop fare exaions. Give students and low-income passengers cards to nide free and then papole regularly hoping turn siles creates an atmosphere of the wild wild west that is damaging our rink. Eas Service We really rely on the D6 for school access and the kidd' current school lottery choices were made with he expectation that the route would be something we could work around, but my kids could not use. Metroral-loo far, too much possibility of condusion-and we'd be something we could work around, but my kids could out see Metroral-loo far, too much possibility of condusion-and we'd be something and ity out for compacing schools. Were tage could be something we could work around post facts some of the time and photos, but it head from the office. It's a huge benefit to us here! Bus Service We rayly need to continue metro access services the way it's but to be fact some of the time and you do I Service have a structure like allow do the something we a structure like allow at think about this budget cut, fact and the read structure like allow at think about this budget cut, fact and the read structure like allows at the nearbor work and the wasther is below 21 her fairs from retural and Metrobas should be read from the read and the wasther wasther at below 23 her fair for metroral and Metrobas should be read from the read and the wasther is below 24 her fairs to method wasther wasther at below 23 her fair for metroral and Metrobas should be read from the read and the wasther is below 24 her fairs to method wasther wasther at below 23 her fair for metroral and Metrobas should be the fair fairs and the wasther is below 2		
We med to to keep up with neighborhood growth in buzzard point. Bus Service We need to stop for ereasions. Give students and low income passengers cards to def free and then enforce paying the fare for all others. It's not just the lost revenue that has an impact. The sight of papoile regularly hoping turn stiles creates an atmosphere of the wild wild west that is damaging our city. Fare Evasion/Safety/Crime We really rely on the D5 for school access and the kild' current school lottery choices were made with the expectation that the route would continue. Cutting bus frequency would be something we could work around, but my kids could not use Metroral-loto far, too much possibility of confusion-and wed be forced to drive them daity or change schools. Were all momits of more in-office days a tow far. and were all poul do forour special needs young adult son. It has provided him with an independence that he never though the would experience. It is hard to tell from the map photos, but it were all you do for our second curs might affects one of his true. Were all you do for Usen way it 15. MetroAccess What this about this budget cut, fare and service change is mad cause simple anyone under 18 can't that true train anyone current list go 21 even Alphanes and regular trains toos. Simple have a structe like Japan's metro MetroAccess What this budget cut, fare and service change is mad cause simple anyone under 18 can't the train anyone could be fee. If not pay regular fari. Bus Service When even takes and the weather is belva 32 the fair for metroral and MetroDus should there. If not pay regular fair, for the pay regular fair. Bus Service When even take and and evence every 15 or 20		
We need to stop fare wasion. Give students and low-income passengers cards to ride free and then enforce paying the fare for all others. It's not just the lost reveuve that has an impact. The sight of people regularly hoping turn stiles creates an atmosphere of the wild wild west that is damaging our city. Fare Evasion/Safety/Crime We really rely on the D6 for school access and the lidd' current school lottery choices were made with the expectation that the route would continue. Cutting bus frequency would be something we could work around, but right is a huge benefit to us here! Bus Service We really rely on the D6 for school access and the lidd' current school lottery choices were made with the expectation that the route would continue. Cutting bus frequency would be something we could work around, but is a huge benefit to us here! Bus Service We to do from the office. It's a huge benefit to us here! Bus Service Bus Service We to do from the office. It's a huge benefit to us here! Bus Service MetroAccess We try need to continue metro access for many years to come. Thisk you for all you do for au special needs young adult son. It has provided him with an independence that here werto hous for fire. The and service charge is mad cause simple anyone under 18 cant ride train anymore until age of 21 even Airpans and regular trains too. Simple have a structure like parting is do 21 even Airpans and regular trains too. Simple have a structure like there. For indenent weather metro abould be fire. If not pay regular fair. MetroAccess What think about to all the weather is blow 32 the fair for merorinor (ing that bus 7days a bus Service <	0	
enforce paying the fare for all others. It's not just the lost revenue that has an impart. The sight of propine regularly hoping turn stiles creates an atmosphere of the wild wild wet that is damaging or thy. Fare Evalon/Safety/Crime We really rely on the D6 for school access and the lids' current school lottery choices were made with the expectation that the route would continue. Cutting bus frequency would be something we could work around, but my kids could not use Metoral-itoo far, too much possibility of confusionand wet wet the expectation the mage schools. We're also moving too meri no-ffice days with, and be forced to drive the maly or change schools. We're also moving too meri no-ffice days with, and bio something we could looks like the proper too gried lared stroug datit son. It haar too tell from the map photos, but independence that he never though the would experience. It is hard to tell from the map photos, but independence that he never though the would is provided lim with an independence that he never though the would experience. It is hard to tell from the map photos, but it for train any more until age of 21 even Airplanes and regular trains too. Simple have a structure like days were also days too may were to good be gree the farunning. We have several Costoc employees riding that bus 7days a use Service When in hypothenem aveether and the weather is bedow 32 the fair for thorally field bus 32 the fair for too have in the too begin and it Mero too have in tegin at the source is source were too access in the days are unable too begin and it Mero too have it you appended with the would the source is thorally the source is too access the weather is below 32 the fair for too Aus if tegic but and the source is too access the weather is below 32 the fair for thorally the source access for many weats to come too access and that bus 32 the fair for too Aus if tegic but and the source is too access the weather is below 32 the fair for too Aus if tegic but and too begin and it Mero too Aus if tegic		
people regularly hoping turn stiles creates an atmosphere of the wild wild west that is damaging on provide something we could something we could well well well well well well well we		
city Fare Evasion/Safety/Crime We really rely on the D6 for school access and the kids' current school lottery choices were made with the expectation that the route would continue. Cutting bus frequency would be something we could work around, but my kids could not use Metrorali-too far, too much possibility of confusionand we'd be forced to drive them daily or change schools. We're also moving too more in-office days at work, and we're a parseriate all you do for our special needs young adult son. It has provided him with an independence that he never though the would experience. It is hard to tell from the map photos, but it looks like the proposed curs ingith strips. We are in 22030. We hope he can continue with the metro access for many years to come. Thank you far all you do I Everyone is always SO nice. MetroAccess We truly need to continue metro access services the way it is the truly need to continue metro access services the way it is What I think about this budget cut, fare and service change is mad cause simple anyone under 18 Gan't nife train anymore until age of 21 even Ariphanes and regular trains too. Simple have a structure like Japar's metro What I think about the two ather is bold be free. If not pay regular fair. Bus Service When you only run service every 15 or 20 minutes, at it phat involose changing lines can easily have 40 Bus Service Whenever take abus 99% to the popie boarding on tops. J. Inderstand that bus drivers are not minutes added upgain. Abo, score resson about to begin and I Metro to Audi Field, but if you stop service at 10 pm that?s inpossible, and service were 20 minutes would make it very unappealing. But parking is so scare near stadium we might just give up our saon ticks: thend dowdris sene the budget to daving free pairs, I drove or rode		
the expectation that the route would continue. Cutting bus frequency would be something we could work around, but my kids could not use Metorail-too far, too much possibility of confuscion		Fare Evasion/Safety/Crime
work around, but my kids could not use Metrorail-too Tar, too much possibility of confusion-and we'd be forced to drive them daily or change schools. We has mowing to more in-office days at work, and lick the D is to and from the effice. It's a huge benefit to us here! We so appreciate all you do for our special needs young adult son. It has provided him with an independence that he never though the would experience. It is hard to tell from the map phots, but it looks like the proposed cuts might affect some of his trips. We are in 22030. We hope he can continue with the metro access form any years to come. Thank you do I Levrone is always SO nice. MetroAccess We truly need to continue metro access services the way it is Mhat I think about this budget cut, fare an service change is mad cause simple anyone under 18 can't det train anyone until age of 21 even. Airplanes and regular trains too. Simple have a structure like apan's metro Whatewer you do keep the H6 running. We have several Costco employees riding that bus 7404 so be free. For inclement weather metro should be free. If not pay regular fair. Whatewer you do keep the H6 running. We have several Costco employees riding that bus 7404 so be free. For inclement weather metro should be free. If not pay regular fair. Whatewer you do keep the H6 running, we have several Costco employees riding that bus 7404 so beree. For inclement weather metro should be free. If not pay regular fair. When you only run service every 15 or 20 minutes, a trip that Involves changing lines can easily have 40 service at 10 pm that's impossible, and service every 20 minutes would make it very unappealing. But proving service are ner stadium we might justig two our daws to the yun appealing. But for the pays of the people boarding do not pay. Lunderstand that bus drivers are not in a position to enforce payment bus check mark not my phone indicating the charge weret toush, but then I don't sea a debit from my account. I want to pay Metro for my rides and the Metro, I use ar yun deto	We really rely on the D6 for school access and the kids' current school lottery choices were made with	
be forced to drive them daily or change schools. We're also moving to more in-office days at work, and Iride the D6 to and from the office. It's a huge benefit to us here! Bus Service We so appreciate ally oud for our special needy young adult son. It has provided him with an independence that he never thought he would experience. It is hard to tell from the map photos, but it looks like the proposed cuts might affect some of his trips. We are in 22030. We hope he can contoure MetroAccess We truly need to continue metro access services the way it is MetroAccess What 1 think about this budget cut, fare and service change is mad cause simple anyone under 18 can't ride train anymore until age of 21 even Airplanes and regular trains too. Simple have a structure like Japan's metro MetroAccess What 1 think about this budget cut, fare and service change is mad cause simple anyone under 18 can't ride train anymore until age of 21 even Airplanes and regular trains too. Simple have a structure like Japan's metro MetroAccess What 1 think about this budget cut, fare and service thange is from metrorail and Metrobus should be free. For inclement weather metro should be free. If not pay regular fair. Bus Service When wou only run service every 15 or 20 minutes, at trip that involves changing lines can easily have 40 inites addet just to wait. When that happened during repairs, li drove or role my motorcycle to work instead, and would again. Also, soccer season about to begin and 1 Metro to Audi Field, but if you stop service at 10 minutes, at trip that involves changing to the way unappealing. But paysiton to enforce paymet beuscause of stadHX. Services. If you wand the wery anappealing. Bu	the expectation that the route would continue. Cutting bus frequency would be something we could	
inde the D6 to and from the office. It's a huge benefit to us here! Bus Service We so appreciate all you do for our special needs young adult son. It has provided him with an It's so appreciate all you do for our special needs young adult son. It has provided him with an independence that he never thought he would experience. It is hard to tell from the map photos, but it MetroAccess with the metro access for anny years to come. Thank you for all you do IE veryone is always SO nice. MetroAccess We truly need to continue metro access services the way it is MetroAccess What I think about this budget cut, fare and service change is mad cause simple anyone under 18 can't ride train anyore until age of 12 ven Airphaes and regular trains too. Simple have a structure life adart ride train anyore until age of 12 ven Airphaes and regular trains too. Simple have a structure life adart ride train anyore until age of 12 ven Airphaes, a trip that fir for metrorail and Metrobus should be free. For inclement weather metro should be free. If not pay regular fair. Bus Service When vou ofly un service every 15 or 20 minutes would make it very unappealing. But parking is os scare near stadium we might just give up our season tickts. Fares/Fees/Parking Whenever Like a bus, 99% of the people boarding do not pay. Linderstand that bus drives are uthrough, but then don'ts ear dabit from my count. I want to pay fies for bus rides and the Metro, I use my phone to pay. The virtual card work fine for Metro fare gates. For bus fares, frequenty, I use up and the to pay. The virtual card work fine for Metro fare gates. For bus fares, frequenty, I that would hape the fare rea		
We so appreciate all you do for our special needs young adult son. It has provided him with an independence that he never though the would experience. It is hard to tell from the map photos, but it looks like the proposed cuts might affect some of his trips. We are in 22030. We hope he can continue with the metro access for many years to come. Thank you for all you do I Everyone is always SO nice. MetroAccess We truly need to continue metro access services the way it is MetroAccess What I think about this budget cut, fare and service change is mad cause simple anyone under 18 can't ride train anymore until age of 21 even Airplanes and regular trains too. Simple have a structure like Japan's metro MetroAccess When to you do keep the H6 running. We have several Costco employees riding that bus 7days a Bus Service When in hyothermia weather and the weather is below 32 the fair for metroral and Metrobac should be free. For inclement weather metro should be free. If not pay regular fair. Operating Budget, Management and Spending When you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40 minutes added just to wait. When that happened during repairs, I drove or rode my motorcycle to work instead, and would again. Also, soccer season about to begin and I Metro to Audi Fied, but if you stop garking is so scare near stadium we might just give up our season tickets. Fares/Fees/Parking Whenever I take a bus, 99% of the people boarding do not pay. I understand the buds viers are not in a position to apy. The virtual card works fine for Metro fare gates. For bus rides and the Metro, I us on yohne to bears of sidety concerns. Ho		
Independence that he never thought he would experience. It is hard to tell from the map photos, but it looks like the proposed cuts might affect some of his trips. We are in 22030. We hope he can continue with the metro access for many years to come. Thank you for all you dol Jevoryne is always So nice. MetroAccess We truly need to continue metro access services the way it is MetroAccess What I think about this budget cut, fare and service change is mad cause simple anyone under 18 can't if de train anymore until age of 21 even Airplanes and regular trains too. Simple have a structure like Japan's metro Metero Access to the weather is below 32 the fair for metrorail and MetroBusshould be free. If not pay regular fair. Whatever you do keep the H6 running. We have several Costo employees riding that bus 7 down and the trob bus should be free. If not pay regular fair. When weather and the weather is below 32 the fair for metrorail and MetroBusshould be free. If not pay regular fair. When you ould again. Also, soccer season about to begin and 1 Metro to Audi Field, but if you stop's service a low ould again. Also, soccer season about to begin and 1 Metro to Audi Field, but if you stop's service a bus, 99% of the people Boarding do not pay. In evirtual card works fine for Metro fare gates. For bus fares, frees/Parking People are not helping to fund the system. Also related to pay ing fares, for bus fares, for bus rides and the Metro I, use my chone to system. Also related to pay ing fares, for bus fares, for bus fares, rereaders can be improved. One of the reasons why 1 love the D area is because of MAMTA is parvices and wold even do nate more yr so dia the ere dorts for my rides and hope the fare readers can be debit for my account. I want to pay Metro WMATA on a donate more yr wold hole the fare readers can be debit for my account. I want to pay Metro WMATA on a donate more yr wold again. Also related to pay ing fares, for bus fares, freeview re und the fare. If envices and wold even donate more yr wold with fare		Bus Service
looks like the proposed cuts might affect some of his trips. We are in 22030. We hope he can continue with the metro access for many years to come. Thank you for all you dol Everyone is always SD nice. MetroAccess We truly need to continue emetro access services the way it is MetroAccess What think about this budget cut, fare and service change is mad cause simple anyone under 18 can? MetroAccess What think about this budget cut, fare and service change is mad cause simple anyone under 18 can? Operating Budget, Management and Spending What very you do keep the H6 for unning. We have several Costo employees riding that bus 7days a Bus Service When in hypothermia weather metro should be free. If not pay regular fair. Bus Service When you only run service every 15 or 20 minutes, at rip that involves changing lines can easily have 40 Bus Service When you only run service every 20 minutes would make it very unappealing. But parking is nos care near stadium we might tug iev puo are saon tickets. Fare/Fees/Parking Parking is no care near stadium we might tug iev puo are saon tickets. Fare/Fees/Parking Whenever take a bus, 99% of the people boarding do not pay. I understand that bus drivers are not in a position to enforce payment because of safety concerns. However, it's frustrating to see how many people are at but for my account. I want to pay Metro form yrides and hope the fare eraders can be buipt of tho the system. Also related to paying fares, for bus rides and the Metro, I, would hapen on buses and the Metro form yrides		
with the metro access for many years to come. Thank you for all you dol Everyone is always SO nice. MetroAccess We truy need to continue metro access services the way it is MetroAccess What I think about this budget cut, fare and service change is mad cause simple have a structure like Japan's metro Operating Budget, Management and Spending Whate ury need to continue metro access services the way it is Operating Budget, Management and Spending Whate ury nue do keep the H6 running. We have several Costo employees riding that bus 7days a Bus Service When in hypothermia weather and the weather is below 32 the fair for metrorail and Metrobus should be free. If not pay regular fair. Bus Service When you nor uns service every 15 or 20 minutes, a trip that involves changing lines can easily have 40 minutes added just to wait. When that happened during repairs, I drove or rode my motorcycle to work instead, and would again. Also, soccer season about to begin and I Metro to Aud Field, but if you stop service at 100 m that's imposible, and service every 20 minutes would make it very unappealing. But parking is so scarce near stadium we might just give up our season tickets. Frees/Fees/Parking Whenever I take a bus, 99% of the people boarding do not pay. I understand that bus drivers are not in a position to enforce payment because of affect y concerns. However, it's fratiating to see how many people are not helping to fund the system. Also related to paying fares, for bus fares, frequently, it then I don't see a debit from my account. I want to pay Metro for my rides and hope the fare readers can be improved. One of the reasons why I love the DC area is because of sindex on my hone indidating the charge went through, but t		
We truly need to continue metro access services the way it is MetroAccess What I think about this budget cut, fare and service change is mad cause simple anyone under 18 can't ride train anyomer until age of 21 even Airplanes and regular trains too. Simple have a structure like Japan's metro Operating Budget, Management and Spending When In hypothermia weather and the weather is below 32 the fair for metrorail and Metrobus should be free. For inclement weather metro should be free. If not pay regular fair. Bus Service When on hypothermia weather and the weather is below 32 the fair for metrorail and Metrobus should be free. For inclement weather metro should be free. If not pay regular fair. Bus Service When you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40 minutes added just to wait. When that happened during repairs, I drove or rode my motorcycle to work instead, and would again. Also, soccer season about to begin and I Metro to Audi Field, but if you stop service at 10 pm that?s impossible, and service every 20 minutes would make it very unappealing. But parking is so carce near stadium we might just give up our season tickets. Fares/Fees/Parking Whenever I take a bus, 99% of the people boarding do not pay. Lunderstand that bus drivers are not in a position to enforce payment because of safety concerns. However, it's frustrating to see how many people are not helping to fund the system. Also relates to paying fares, for bus rides and the Metro, I use my phone to pay. The virtual card works fine for Metro fare gates. For bus fares and the Metro, I use my phone to pay. The virtual card works fine for Metro fare gates. For bus fares and the Metro, I use my phone to pay. The virtual card work		MatroAcces
What I think about this budget cut, fare and service change is mad cause simple anyone under 18 can't Operating Budget, Management and Spending Understand Operating Budget, Management and Spending Upstands Operating Budget, Management and Spending Whatever you do keep the H6 running. We have several Costco employees riding that bus 7days a Bus Service When in hypothermia weather and the weather is below 32 the fair for metrorall and Metrobus should Bus Service Wen you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40 Bus Service withen you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40 Bus Service withen you dol again. Also, soccer season about to begin and 1 Metro to Audi Field, but if you stop service at 10 pm that?s impossible, and service every 10 minutes would make it very nuappealing. But parking is so scarce near stadium we might just give up our season tickets. Fares/Fees/Parking Whenever I take a bus, 99% of the people boarding do not pay. I understand that bus drivers are not in a position to enforce payment because of safety concerns. However, it's frustrating to see how many people are not helping to fund the system. Also related to paying fares, for bus fare services were cut back. Personally, I'm fine with fare increases and would even donate money to WMATA's services. Were cut back. Personally, I'm fine with fare increases and would even donate money to WMATA on a monthl		
ride train anymore until age of 21 even Airplanes and regular trains too. Simple have a structure like Japan's metro Whatever you do keep the H6 running. We have several Costco employees riding that bus 7daya a When in hypothermia weather and the weather is below 32 the fair for metrorail and Metrobus should be free. For inclement weather metro should be free. If not pay regular fair. When you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40 minutes added just to wait. When that happened during repairs, 1 drove or rode my motorcycle to work instead, and would again. Also, soccer season about to begin and 1 Metro to Audi Field, but if you stop service at 10 pm that?s impossible, and service every 20 minutes would make it very unappealing. But parking is so scare near stadium we might just give up our season tickets. Whenever I take a bus, 9% of the people boarding do not pay. I understand that bus drivers are not in a position to enforce payment because of safety concerns. However, it's frustrating to see how many people are not helping to fund the system. Also related to paying fares, for bus rides and the Metro, I use my phone to pay. The virtual card works fine for Metro fare gates. For bus raies, frequently, it doesn't seem to work: I see the blue check mark on my phone indicating the charge went through, but then I don't see a debit from my account. I want to pay Metro for my rides and hope the fare readers can be improved. One of the reasons why I love the DC are ais because of WMATA's services. I don't have a car and depend on buses and the Metro to get around. I would be very sad if services were cut back. Personally, I'm fine with fare increases and would even donate money to WMATA on a monthly basis if that would help. Could WMATA launch a donation campaign to fund free fare cards to families in need? As in, 'Get on board with METRO – your donation. Belps one child/worker gt to school/work for 10 days.'I would support such a cause and maybe others would to		
Japan's metroOperating Budget, Management and SpendingWhatever you do keep the H6 running. We have several Costoo employees riding that bus 7days aBus SeviceWhen in hypothermia weather and the weather is below 32 the fair for metrorail and Metrobus shouldBus Sevicebe free. For inclement weather metro should be free. If not pay regular fair.Bus SeviceWhen you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40Bus Serviceminutes added just to wait. When that happened during repairs, I drove or rode my motorcycle to workBus Serviceservice at 10 pm that?s impossible, and service every 20 minutes would make it very unappealing. But parking is so scarce near stadium we might just give up our season tickets.Fares/Fees/ParkingWhenever I take a bus. 99% of the people boarding do not pay. I understand that bus drivers are not in a position to enforce payment because of safety concerns. However, it's frustrating to see how many people are not helping to fund the system. Also related to paying fares, for bus faes and the Metro, I use my phone to pay. The virtual card works fine for Metro fare gates. For bus fares, frequently, it doesn't seem to work: I see the blue check mark on my phone indicating the charge went through, but then I don't see a debit from my account. I want to pay Metro for my rides and hope the fare readers can be improved. One of the reasons why I love the DC area is because of WMATA's services. I don't have a car and depend on buses and the Metro to gat if services were cut back. Personally, I'm fine with fare increases and would even donate money to WMATA on a monthly basis if that would help. Could WATA lauch a donation campaign to fund free fare cards to families in need? As in. 'Get on board with METRO – yourd		
Whatever you do keep the H6 running. We have several Costco employees riding that bus 7days a Bus Service When in hypothermia weather and the weather is below 32 the fair for metrorail and Metrobus should be free. For inclement weather metro should be free. If not pay regular fair. Bus Service When you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40 minutes added just to wait. When that happened during repairs, I drove or rode my motorcycle to work instead, and would again. Also, soccer season about to begin and I Metro to Audi Field, but if you stop service at 10 pm that?s impossible, and service every 20 minutes would make it very unappealing. But parking is so scarce near stadium we might just give up our season tickets. Fares/Fees/Parking Whenever I take a bus, 99% of the people boarding do not pay. I understand that bus drivers are not in a position to enforce payment because of safety concerns. However, it's frustrating to see how many people are not helping to fund the system. Also related to paying fares, for bus rides and the Metro, I use my phone to pay. The virtual card works fine for Metro fare gates. For bus fares, frequently, it doesn't seem to work: I see the blue check mark on my phone indicating the charge went through, but then I don't see a debit from my account. I want to pay Metro for my rides and hope the fare readers can be improved. One of the reasons why I low the DC area is because of WMATA's services. I don't have a car and depend on buses and the Metro to get around. I would be very sad if services were cut back. Personally, I'm fine with fare increases and would even donate money to WMATA on a monthly basis if that would help. Could WMATA launch a donation campaign to fund free fare cards to families in need7 As in, 'Get on board with METRO your donation of		Operating Budget, Management and Spending
When in hypothermia weather and the weather is below 32 the fair for metrorail and Metrobus should Bus Service When you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40 Bus Service Winn you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40 Service minutes added just to wait. When that happened during repairs, I drove or rode my motorcycle to work Service instead, and would again. Also, soccer season about to begin and I Metro to Audi Field, but if you stop Service service at 10 pm that?s impossible, and service every 20 minutes would make it very unappealing. But Fares/Fees/Parking Whenever I take a bus, 99% of the people boarding do not pay. I understand that bus drivers are not in a position to enforce payment because of safety concerns. However, it's frustrating to see how many Fares/Fees/Parking we pople are not helping to fund the system. Also related to paying fares, for bus rides and the Metro, I use my phone to pay. The virtual card works fine for Metro fare gates. For bus fares, frequently, it doesn't seem to work: I see the blue check mark on my phone indicating the charge went through, but then I don't see a debit from my account. I want to pay Metro for my rides and hope the fare readers an be improved. One of the reasons why I love the DC area is because of WMATA's services. I don't have a car and depend on buses and the Metro to get around. I would be very sad if services were cut bask. Personal	Japan's metro	
be free. For inclement weather metro should be free. If not pay regular fair. Bus Service When you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40 Iminutes added just to wait. When that happened during repairs, I drove or rode my motorcycle to work instead, and would again. Also, soccer season about to begin and I Metro to Audi Field, but if you stop Fers/Fees/Parking parking is so scarce near stadium we might just give up our season tickets. Fers/Fees/Parking Whenever I take a bus, 99% of the people boarding do not pay. I understand that bus drivers are not in a position to enforce payment because of safety concerns. However, it's frustrating to see how many people are not helping to fund the system. Also related to paying fares, for bus rides and the Metro, I use my phone to pay. The virtual card works fine for Metro fare gates. For bus fares, frequently, it doesn't seem to work: I see the blue check mark on my phone indicating the charge went through, but the I don't see a debit from my account. I want to pay Metro for my rides and hope the fare readers can be improved. One of the reasons why I love the DC area is because of WMATA's services. I don't have a car and depend on buses and the Metro to get around. I would be very sad if services were cut back. Personally, I'm fine with fare increases and would even donate money to WMATA on a monthly basis if that would help. Could WMATA launch a donation of \$20/mo. helps one child/worker get to stop. Bus Service basis first hav ould help. Could WMATA launch a cause and maybe others would too. Bus Service Bus Service		
minutes added just to wait. When that happened during repairs, I drove or rode my motorcycle to work instead, and would again. Also, soccer season about to begin and I Metro to Audi Field, but if you stop service at 10 pm that?s impossible, and service every 20 minutes would make it very unappealing. But parking is so scarce near stadium we might just give up our season tickets. Whenever I take a bus, 99% of the people boarding do not pay. I understand that bus drivers are not in a position to enforce payment because of safety concerns. However, it's frustrating to see how many people are not helping to fund the system. Also related to paying fares, for bus rides and the Metro, I use my phone to pay. The virtual card works fine for Metro fare gates. For bus fares, frequently, it doesn't seem to work: I see the blue check mark on my phone indicating the charge went through, but then I don't see a debit from my account. I want to pay Metro for my rides and hope the fare readers can be improved. One of the reasons why I love the DC area is because of WMATA's services. I don't have a car and depend on buses and the Metro to get around. I would be very sad if services were cut back. Personally, I'm fine with fare increases and would even donate money to WMATA on a monthly basis if that would help. Could WMATA launch a donation campaign to fund free fare cards to families in need? As in, 'Set on board with METRO your donation of \$20/mo. helps one child/worker get to school/work for 10 days.' I would support such a cause and maybe others would too. Bus Service	Whatever you do keep the H6 running. We have several Costco employees riding that bus 7days a	
instead, and would again. Also, soccer season about to begin and I Metro to Audi Field, but if you stop service at 10 pm that's impossible, and service every 20 minutes would make it very unappealing. But parking is so scarce near stadium we might just give up our season tickts. Whenever I take a bus, 99% of the people boarding do not pay. I understand that bus drivers are not in a position to enforce payment because of safety concerns. However, it's frustrating to see how many people are not helping to fund the system. Also related to paying fares, for bus rides and the Metro, I use my phone to pay. The virtual card works fine for Metro fare gates. For bus fares, frequently, it doesn't seem to work: I see the blue check mark on my phone indicating the charge went through, but then I don't see a debit from my account. I want to pay Metro for my rides and hope the fare readers can be improved. One of the reasons why I love the DC area is because of WMATA's services. I don't have a car and depend on buses and the Metro to get around. I would be very sad if services were cut back. Personally, I'm fine with fare increases and would even donate money to WMATA on a monthly basis if that would help. Could WMATA launch a donation on g20/mo. helps one child/worker get to school/work for 10 days.' I would support such a cause and maybe others would too.	Whatever you do keep the H6 running. We have several Costco employees riding that bus 7days a When in hypothermia weather and the weather is below 32 the fair for metrorail and Metrobus should be free. For inclement weather metro should be free. If not pay regular fair.	Bus Service
service at 10 pm that?s impossible, and service every 20 minutes would make it very unappealing. But parking is so scarce near stadium we might just give up our season tickets. Fares/Fees/Parking Whenever I take a bus, 99% of the people boarding do not pay. I understand that bus drivers are not in a position to enforce payment because of safety concerns. However, it's frustrating to see how many people are not helping to fund the system. Also related to paying fares, for bus rides and the Metro, I use my phone to pay. The virtual card works fine for Metro fare gates. For bus fares, frequently, it doesn't seem to work: I see the blue check mark on my phone indicating the charge went through, but then I don't see a debit from my account. I want to pay Metro for my rides and hope the fare readers can be improved. One of the reasons why I love the DC area is because of WMATA's services. I don't have a car and depend on buses and the Metro to get around. I would be very sad if services were cut back. Personally, I'm fine with fare increases and would even donate money to WMATA on a monthly basis if that would help. Could WMATA launch a donation campaign to fund free fare cards to families in need? As in, 'Get on board with METRO your donation of \$20/mo. helps one child/worker get to school/work for 10 days.' I would support such a cause and maybe others would too. Bus Service	Whatever you do keep the H6 running. We have several Costco employees riding that bus 7days a When in hypothermia weather and the weather is below 32 the fair for metrorail and Metrobus should be free. For inclement weather metro should be free. If not pay regular fair. When you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40	Bus Service Bus Service
parking is so scarce near stadium we might just give up our season tickets. Fares/Fees/Parking Whenever I take a bus, 99% of the people boarding do not pay. I understand that bus drivers are not in a position to enforce payment because of safety concerns. However, it's frustrating to see how many people are not helping to fund the system. Also related to paying fares, for bus rides and the Metro, I use my phone to pay. The virtual card works fine for Metro fare gates. For bus fares, frequently, it doesn't seem to work: I see the blue check mark on my phone indicating the charge went through, but then I don't see a debit from my account. I want to pay Metro for my rides and hop the fare readers can be improved. One of the reasons why I love the DC area is because of WMATA's services. I don't have a car and depend on buses and the Metro to get around. I would be very sad if services were cut back. Personally, I'm fine with fare increases and would even donate money to WMATA on a monthly basis if that would help. Could WMATA dont on domajon for fund free fare cards to families in need? As in, 'Get on board with METRO your donation of \$20/mo. helps one child/worker get to school/work for 10 days.' I would support such a cause and maybe others would too. Bus Service	Whatever you do keep the H6 running. We have several Costco employees riding that bus 7days a When in hypothermia weather and the weather is below 32 the fair for metrorail and Metrobus should be free. For inclement weather metro should be free. If not pay regular fair. When you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40 minutes added just to wait. When that happened during repairs, I drove or rode my motorcycle to work	Bus Service Bus Service
Whenever I take a bus, 99% of the people boarding do not pay. I understand that bus drivers are not in a position to enforce payment because of safety concerns. However, it's frustrating to see how many people are not helping to fund the system. Also related to paying fares, for bus rides and the Metro, I use my phone to pay. The virtual card works fine for Metro fare gates. For bus fares, frequently, it doesn't seem to work: I see the blue check mark on my phone indicating the charge went through, but then I don't see a debit from my account. I want to pay Metro for my rides and hope the fare readers can be improved. One of the reasons why I love the DC area is because of WMATA's services. I don't have a car and depend on buses and the Metro to get around. I would be very sad if services were cut back. Personally, I'm fine with fare increases and would even donate money to WMATA on a monthly basis if that would help. Could WMATA donation campaign to fund free fare cards to families in need? As in, 'Get on board with METRO your donation of \$20/mo. helps one child/worker get to school/work for 10 days.' I would support such a cause and maybe others would too. Bus Service	Whatever you do keep the H6 running. We have several Costco employees riding that bus 7days a When in hypothermia weather and the weather is below 32 the fair for metrorail and Metrobus should be free. For inclement weather metro should be free. If not pay regular fair. When you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40 minutes added just to wait. When that happened during repairs, I drove or rode my motorcycle to work instead, and would again. Also, soccer season about to begin and I Metro to Audi Field, but if you stop	Bus Service Bus Service
a position to enforce payment because of safety concerns. However, it's frustrating to see how many people are not helping to fund the system. Also related to paying fares, for bus rides and the Metro, I use my phone to pay. The virtual card works fine for Metro fare gates. For bus fares, frequently, it doesn't seem to work: I see the blue check mark on my phone indicating the charge went through, but then I don't see a debit from my account. I want to pay Metro for my rides and hope the fare readers can be improved. One of the reasons why I love the DC area is because of WMATA's services. I don't have a car and depend on buses and the Metro to get around. I would be very sad if services were cut back. Personally, I'm fine with fare increases and would even donate money to WMATA on a monthly basis if that would help. Could WMATA launch a donation of \$20/mo. helps one child/worker get to school/work for 10 days.' I would support such a cause and maybe others would too. Buse Service	Whatever you do keep the H6 running. We have several Costco employees riding that bus 7days a When in hypothermia weather and the weather is below 32 the fair for metrorail and Metrobus should be free. For inclement weather metro should be free. If not pay regular fair. When you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40 minutes added just to wait. When that happened during repairs, I drove or rode my motorcycle to work instead, and would again. Also, soccer season about to begin and I Metro to Audi Field, but if you stop service at 10 pm that?s impossible, and service every 20 minutes would make it very unappealing. But	Bus Service Bus Service
people are not helping to fund the system. Also related to paying fares, for bus rides and the Metro, I use my phone to pay. The virtual card works line for Metro fare gates. For bus fares, frequently, it doesn't seem to work: I see the blue check mark on my phone indicating the charge went through, but then I don't see a debit from my account. I want to pay Metro for my rides and hope the fare readers can be improved. One of the reasons why I love the DC area is because of WMATA's services. I don't have a car and depend on buses and the Metro to get around. I would be very sad if services were cut back. Personally, I'm fine with fare increases and would even donate money to WMATA on a monthly basis if that would help. Could WMATA adonation campaign to fund free fare cards to families in need? As in, 'Get on board with METRO your donation of \$20/mo. helps one child/worker get to school/work for 10 days.' I would support such a cause and maybe others would too. Bus Service	Whatever you do keep the H6 running. We have several Costco employees riding that bus 7days a When in hypothermia weather and the weather is below 32 the fair for metrorail and Metrobus should be free. For inclement weather metro should be free. If not pay regular fair. When you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40 minutes added just to wait. When that happened during repairs, I drove or rode my motorcycle to work instead, and would again. Also, soccer season about to begin and I Metro to Audi Field, but if you stop service at 10 pm that?s impossible, and service every 20 minutes would make it very unappealing. But parking is so scarce near stadium we might just give up our season tickets.	Bus Service Bus Service
use my phone to pay. The virtual card works fine for Metro fare gates. For bus fares, frequently, it doesn't seem to work: I see the blue check mark on my phone indicating the charge went through, but then I don't see a debit from my account. I want to pay Metro for my rides and hope the fare readers can be improved. One of the reasons why I love the DC area is because of WMATA's services. I don't have a car and depend on buses and the Metro to get around. I would be very sad if services were cut back. Personally, I'm fine with fare increases and would even donate money to WMATA on a monthly basis if that would help. Could WMATA launch a donation campaign to fund free fare cards to families in need? As in, 'Get on board with METRO your donation of \$20/mo. helps one child/worker get to school/work for 10 days.' I would support such a cause and maybe others would too. Bus Service	Whatever you do keep the H6 running. We have several Costco employees riding that bus 7days a When in hypothermia weather and the weather is below 32 the fair for metrorail and Metrobus should be free. For inclement weather metro should be free. If not pay regular fair. When you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40 minutes added just to wait. When that happened during repairs, I drove or rode my motorcycle to work instead, and would again. Also, soccer season about to begin and I Metro to Audi Field, but if you stop service at 10 pm that?s impossible, and service every 20 minutes would make it very unappealing. But parking is so scarce near stadium we might just give up our season tickets.	Bus Service Bus Service
doesn't seem to work: I see the blue check mark on my phone indicating the charge went through, but then I don't see a debit from my account. I want to pay Metro for my rides and hope the fare readers can be improved. One of the reasons why I love the DC area is because of WMATA's services. I don't have a car and depend on buses and the Metro to get around. I would be very sad if services were cut back. Personally, I'm fine with fare increases and would even donate money to WMATA on a monthly basis if that would help. Could WMATA launch a donation campaign to fund free fare cards to families in need? As in, 'Set on board with METRO - your donation of \$20/mo. helps one child/worker get to school/work for 10 days.' I would support such a cause and maybe others would too. Bus Service	Whatever you do keep the H6 running. We have several Costco employees riding that bus 7days a When in hypothermia weather and the weather is below 32 the fair for metrorail and Metrobus should be free. For inclement weather metro should be free. If not pay regular fair. When you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40 minutes added just to wait. When that happened during repairs, I drove or rode my motorcycle to work instead, and would again. Also, soccer season about to begin and I Metro to Audi Field, but if you stop service at 10 pm that?s impossible, and service every 20 minutes would make it very unappealing. But parking is so scarce near stadium we might just give up our season tickets. Whenever I take a bus, 99% of the people boarding do not pay. I understand that bus drivers are not in a position to enforce payment because of safety concerns. However, it's frustrating to see how many	Bus Service Bus Service
then I don't see a debit from my account. I want to pay Metro for my rides and hope the fare readers can be improved. One of the reasons why I love the DC area is because of WMATA's services. I don't have a car and depend on buses and the Metro to get around. I would be very sad if services were cut back. Personally, I'm fine with fare increases and would even donate money to WMATA on a monthly basis if that would help. Could WMATA launch a donation campaign to fund free fare cards to families in need? As in, 'Get on board with METRO your donation of \$20/mo. helps one child/worker get to school/work for 10 days.' I would support such a cause and maybe others would too. Bus Service	Whatever you do keep the H6 running. We have several Costco employees riding that bus 7days a When in hypothermia weather and the weather is below 32 the fair for metrorail and Metrobus should be free. For inclement weather metro should be free. If not pay regular fair. When you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40 minutes added just to wait. When that happened during repairs, I drove or rode my motorrycle to worh instead, and would again. Also, soccer season about to begin and I Metro to Audi Field, but if you stop service at 10 pm that?s impossible, and service every 20 minutes would make it very unappealing. But parking is so scarce near stadium we might just give up our season tickets. Whenever I take a bus, 99% of the people boarding do not pay. I understand that bus drivers are not in a position to enforce payment because of safety concerns. However, it's frustrating to see how many people are not helping to fund the system. Also related to paying fares, for bus rides and the Metro, I	Bus Service Bus Service
can be improved. One of the reasons why I love the DC area is because of WMATA's services. I don't have a car and depend on buses and the Metro to get around. I would be very sad if services were cut back. Personally, I'm fine with fare increases and would even donate money to WMATA on a monthly basis if that would help. Could WMATA launch a donation campaign to fund free fare cards to families in need? As in, 'Get on board with METRO your donation of \$20/mo. helps one child/worker get to school/work for 10 days.' I would support such a cause and maybe others would too. Bus Service	Whatever you do keep the H6 running. We have several Costco employees riding that bus 7days a When in hypothermia weather and the weather is below 32 the fair for metrorail and Metrobus should be free. For inclement weather metro should be free. If not pay regular fair. When you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40 minutes added just to wait. When that happened during repairs, I drove or rode my motorcycle to work instead, and would again. Also, soccer season about to begin and I Metro to Audi Field, but if you stop service at 10 pm that?s impossible, and service every 20 minutes would make it very unappealing. But parking is so scarce near stadium we might just give up our season tickets. Whenever I take a bus, 99% of the people boarding do not pay. I understand that bus drivers are not in a position to enforce payment because of safety concerns. However, it's frustrating to see how many people are not helping to fund the system. Also related to paying fares, for bus rides and the Metro, I use my phone to pay. The virtual card works fine for Metro fare gates. For bus fares, frequently, it	Bus Service Bus Service
have a car and depend on buses and the Metro to get around. I would be very sad if services were cut back. Personally, I'm fine with fare increases and would even donate money to WMATA on a monthly basis if that would help. Could WMATA launch a donation campaign to fund free fare cards to families in need? As in, 'Get on board with METRO – your donation of \$20/mo. helps one child/worker get to school/work for 10 days.' I would support such a cause and maybe others would too. Bus Service	Whatever you do keep the H6 running. We have several Costco employees riding that bus 7days a When in hypothermia weather and the weather is below 32 the fair for metrorail and Metrobus should be free. For inclement weather metro should be free. If not pay regular fair. When you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40 minutes added just to wait. When that happened during repairs, I drove or rode my motorcycle to work instead, and would again. Also, soccer season about to begin and I Metro to Audi Field, but if you stop service at 10 pm that?s impossible, and service every 20 minutes would make it very unappealing. But parking is so scarce near stadium we might just give up our season tickets. Whenever I take a bus, 99% of the people boarding do not pay. I understand that bus drivers are not in a position to enforce payment because of safety concerns. However, it's frustrating to see how many people are not helping to fund the system. Also related to paying fares, for bus rides and the Metro, I, doesn't seem to work: I see the blue check mark on my phone indicating the charge went through, but	Bus Service Bus Service
back. Personally, I'm fine with fare increases and would even donate money to WMATA on a monthly basis if that would help. Could WMATA launch a donation campaign to fund free fare cards to families in need? As in, 'Get on board with METRO your donation of \$20/mo. helps one child/worker get to school/work for 10 days.' I would support such a cause and maybe others would too. Bus Service	Whatever you do keep the H6 running. We have several Costco employees riding that bus 7days a When in hypothermia weather and the weather is below 32 the fair for metrorail and Metrobus should be free. For inclement weather metro should be free. If not pay regular fair. When you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40 minutes added just to wait. When that happened during repairs, I drove or rode my motorcycle to work instead, and would again. Also, soccer season about to begin and I Metro to Audi Field, but if you stop service at 10 pm that? simpossible, and service every 20 minutes would make it very unappealing. But parking is so scarce near stadium we might just give up our season tickets. Whenever I take a bus, 99% of the people boarding do not pay. I understand that bus drivers are not in a position to enforce payment because of safety concerns. However, it's frustrating to see how many people are not helping to fund the system. Also related to paying fares, for bus rides and the Metro, I use my phone to pay. The virtual card works fine for Metro fare gates. For bus fares, frequently, it doesn't seem to work: I see the blue check mark on my phone indicating the charge went through, but then I don't see a debit from my account. I want to pay Metro for my rides and hope the fare readers	Bus Service Bus Service
basis if that would help. Could WMATA launch a donation campaign to fund free fare cards to families in need? As in, 'Get on board with METRO your donation of \$20/mo. helps one child/worker get to school/work for 10 days.' I would support such a cause and maybe others would too. Bus Service	Whatever you do keep the H6 running. We have several Costco employees riding that bus 7days a When in hypothermia weather and the weather is below 32 the fair for metrorail and Metrobus should be free. For inclement weather metro should be free. If not pay regular fair. When you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40 minutes added just to wait. When that happened during repairs, I drove or rode my motorcycle to work instead, and would again. Also, soccer season about to begin and I Metro to Audi Field, but if you stop service at 10 pm that7s impossible, and service every 20 minutes would make it very unappealing. But parking is so scarce near stadium we might just give up our season tickets. Whenever I take a bus, 99% of the people boarding do not pay. I understand that bus drivers are not in a position to enforce payment because of safety concerns. However, it's frustrating to see how many people are not helping to fund the system. Also related to paying fares, for bus rides and the Metro, I use my phone to pay. The virtual card works fine for Metro fare gates. For bus fares, frequently, it doesn't seem to work: I see the blue check mark on my phone indicating the charge went through, but then I don't see a debit from my account. I want to pay Metro form yrides and hope the fare readers can be improved. One of the reasons why I love the DC area is because of WMATA's services. I don't	Bus Service Bus Service
in need? As in, 'Get on board with METRO your donation of \$20/mo. helps one child/worker get to school/work for 10 days.' I would support such a cause and maybe others would too. Bus Service	Whatever you do keep the H6 running. We have several Costco employees riding that bus 7days a When in hypothermia weather and the weather is below 32 the fair for metrorail and Metrobus should be free. For inclement weather metro should be free. If not pay regular fair. When you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40 minutes added just to wait. When that happened during repairs, I drove or rode my motorcycle to work instead, and would again. Also, soccer season about to begin and I Metro to Audi Field, but if you stop service at 10 pm that?s impossible, and service every 20 minutes would make it very unappealing. But parking is so scarce near stadium we might just give up our season tickets. Whenever I take a bus, 99% of the people boarding do not pay. I understand that bus drivers are not in a position to enforce payment because of safety concerns. However, it's frustrating to see how many people are not helping to fund the system. Also related to paying fares, for bus fares, frequently, it doesn't seem to work: I see the blue check mark on my phone indicating the charge went through, but then I don't see a debit from my account. I want to pay Metro for my rides and hope the fare readers can be improved. One of the reasons why I love the DC area is because of WMATA's services. I don't have a car and depend on buses and the Metro to get around. I would be very sad if services were cut	Bus Service Bus Service
	Whatever you do keep the H6 running. We have several Costco employees riding that bus 7days a When in hypothermia weather and the weather is below 32 the fair for metrorail and Metrobus should be free. For inclement weather metro should be free. If not pay regular fair. When you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40 minutes added just to wait. When that happened during repairs, I drove or rode my motorcycle to work instead, and would again. Also, soccer season about to begin and I Metro to Audi Field, but if you stop service at 10 pm that?s impossible, and service every 20 minutes would make it very unappealing. But parking is so scarce near stadium we might just give up our season tickets. Whenever I take a bus, 99% of the people boarding do not pay. I understand that bus drivers are not in a position to enforce payment because of safety concerns. However, it's frustrating to see how many people are not helping to fund the system. Also related to paying fares, for bus rides and the Metro, I, use my phone to pay. The virtual card works fine for Metro fare gates. For bus fares, frequently, it doesn't seem to work: I see the blue check mark on my phone indicating the charge went through, but then I don't see a debit from my account. I want to pay Metro for my rides and hope the fare readers can be improved. One of the reasons why I love the DC area is because of WMATA's services. I don't have a car and depend on buses and the Metro to get around. I would be very sad if services were cut back. Personally, I'm fine with fare increases and would even donate money to WMATA on a monthly	Bus Service Bus Service
While a fare increase is not ideal it is better than losing service access completely.	Whatever you do keep the H6 running. We have several Costco employees riding that bus 7days a When in hypothermia weather and the weather is below 32 the fair for metrorail and Metrobus should be free. For inclement weather metro should be free. If not pay regular fair. When you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40 minutes added just to wait. When that happened during repairs, I drove or rode my motorrycle to work instead, and would again. Also, soccer season about to begin and I Metro to Audi Field, but if you stop service at 10 pm that?s impossible, and service every 20 minutes would make it very unappealing. But parking is so scarce near stadium we might just give up our season tickets. Whenever I take a bus, 99% of the people boarding do not pay. I understand that bus drivers are not in a position to enforce payment because of safety concerns. However, it's frustrating to see how many people are not helping to fund the system. Also related to paying fares, for bus rides and the Metro, I use my phone to pay. The virtual card works line for Metro fare gates. For bus fares, frequently, it doesn't seem to work: I see the blue check mark on my phone indicating the charge went through, but then I don't see a debit from my account. I want to pay Metro for my rides and hope the fare readers can be improved. One of the reasons why I love the DC area is because of WMATA's services. I don't have a car and depend on buses and the Metro to get around. I would be very sad if services were cut back. Personally, I'm fine with fare increases and would even donate money to WMATA on a monthly basis if that would help. Could WMATA launch a donation campaign to fund free fare cards to families	Bus Service Bus Service
while a fare more use is not fue at its petiter than foshig service access completely. [rdfes/rees/rdfNilg	Whatever you do keep the H6 running. We have several Costco employees riding that bus 7days a When in hypothermia weather and the weather is below 32 the fair for metrorail and Metrobus should be free. For inclement weather metro should be free. If not pay regular fair. When you only run service every 15 or 20 minutes, a trip that involves changing lines can easily have 40 minutes added just to wait. When that happened during repairs, I drove or rode my motorcycle to work instead, and would again. Also, soccer season about to begin and I Metro to Audi Field, but if you stop service at 10 pm that?s impossible, and service every 20 minutes would make it very unappealing. But parking is so scarce near stadium we might just give up our season tickets. Whenever I take a bus, 99% of the people boarding do not pay. I understand that bus drivers are not in a position to enforce payment because of safety concerns. However, it's frustrating to see how many people are not helping to fund the system. Also related to paying fares, for bus rides and the Metro, I use my phone to pay. The virtual card works fine for Metro fare gates. For bus fares, frequently, it doesn't seem to work: I see the blue check mark on my phone indicating the charge went through, but then I don't see a debit from my account. I want to pay Metro for my rides and hope the fare readers can be improved. One of the reasons why I love the DC area is because of WMATA's services. I don't have a car and depend on buses and the Metro to get around. I would be very sad if services were cut back. Personally, I'm fine with fare increases and would even donate money to WMATA on a monthly basis if that would help. Could WMATA launch a donation campaign to fund free fare cards to families in need? As in, 'Get on board with METRO – your donation of \$20/mo. helps one child/worker get to school/work for 10 days.' I would support such a cause and maybe others would too.	Bus Service Fares/Fees/Parking Bus Service

Constant	Catagory
Comment While Loersonally don?t want metro to change Lwould support cutting some services	Category Rail Service
While I personally don?t want metro to change I would support cutting some services While I understand that Metro does not make development decisions, given the development along	
River Road including more affordable housing, in Bethesda, it seems inappropriate to discontinue T2	
bus service serving this corridor.	Bus Service
While I understand that Metro has to plan as though they may not get any additional funding, service	
cuts to Metro would have a lasting effect on Metro's reputation of reliability and would reverberate	
throughout the entire DMV. People who commute or travel by train or bus may switch to driving or	
cycling and it would be difficult for Metro to recapture ridership. Metro currently offers world class	
transit that is reliable, frequent, and clean. Doing whatever Metro can to retain that service and that	
image is crucial. I would pay almost twice the current fare for the current service and not think twice about it, so if a compromise must be made I would prefer a 'drastic' fare hike.	Rus Sonico
With the budget effect, the Uber service vet that metro access provides for it's customers.	Bus Service Operating Budget, Management and Spending
Without a new union contract with increased worker accountability, none of this matters. Metro's	
workforce places poor performers in public-facing and safety-related positions daily. Fare revenue	
continues to drop because riders come into contact with rude, disinterested, and unprofessional	
employees on nearly every single trip. Couple this with a near total absence of visible police officers,	
and it makes Metro unattractive to all but transit-dependent riders.	Fare Evasion/Safety/Crime
WMATA / jurisdictions need to find ways to ensure the impact of fare increases and service cuts is	
equitable e.g. providing low-income residents with discounts or stipends.	Bus Service
Wmata dc/maryland/Virginia is the most expensive metro service in the entire Country, but the metro/Wmata in Dc is the most dirty metro cars that ever rode in this great nation. why would I	
support the fare increases? One more thing. Wmata in DC, Md and Va metro service is the least diverse	
on its staff, There is the MOST BEEFY brotherhood working for this public transportation system. You	
find many of this bulky guys/Gails congregated by the manager's both talking about their personal	
favors and/or last night's game and ignoring the rider's needs at the fare machines. How does Wmata	
expect me to support the fare increases? And again. The filth that we see every single day on the	
passenger's cars is to the limit. So disgasting. Clean those passenger's cars and we may help you	
out with this requests and .maybe, ride your system more often.	Fares/Fees/Parking
WMATA's budget proposal, which focuses on rate hikes, service reductions, and the need for its	
regional partners to create a dedicated revenue source for the system, is predictable and consistent with its messaging since I moved to the DC Metro area in 2009. While I understand its messaging, I also	
believe WMATA is taking a shortsighted approach. It is impossible to put metrorail service everywhere,	
but according to the U.S. Census, there are close to a half million people currently living in Southern	
Maryland, and yet, there is no metrorail service for them. Each day more than 100,000 vehicles travel	
along MD 210 and MD 5/301 in gridlock. This is reality for Southern Maryland residents, which leads to	
a lower quality of life. Not all of these people would use metrorail, but some would, and that new	
revenue source could help close budget deficit gaps. WMATA should work with the state of Maryland	
to build more metrorail in Southern Maryland. This would increase ridership, change transportation	
habits, balance economic equity, and help clean up our environment. I give the current WMATA	
leadership credit for its transparency. CEO Randy Clarke has inherited some difficult challenges, and he	
hasn't run from them. I also hope he's open to considering bold solutions like expanding metrorail into Southern Maryland, despite a current budget deficit. That strategy would transform the system into a	
valued asset for all DMV residents, and motivate more voters to advocate for a dedicated revenue plan.	Operating Budget Management and Spending
Would prefer fare increase than service cuts	Bus Service
Wouldn't mind increased fare during the weekends for more frequent Metrobus/Metrorail service.	
Please don't remove weekend services, a lot of families depend on it.	Bus Service
Wouldn't mind the increase in fares, although can you please give discount on college students and	
people that make under 45,000 USD a year	Fares/Fees/Parking
I did not remember that they raised the subway rate it affects me in my budget thanks	Operating Budget, Management and Spending
You are cutting neighborhoods off from downtown, and suggesting Metro Rail as the alternative is not realistic.	Pail Sanica
You are not thinking about the key demographic these changes hurt. Especially when it comes to the 96	Rail Service
bus. You have already removed the 97. Then you have people who get off late from work ie after	
midnight. This will drive more people away from metro and start driving again. I know I will go out of	
my way to start driving if the 96 bus route is taken away.	Bus Service
You are spending so much money on installing new turnstyles. why not just decrease (or eliminate)	
fares?	Operating Budget, Management and Spending
You collect most of the money from increased ridership. Not by increasing fares and losing ridership. If	
you have a full system that is very busy will provide plenty of money. When the cars are empty due to lack of service or ridership, the whole system suffers. Need to be available for people to use Metro and	
for the people to be safe in using Metro. Adequate security at stations and on the subway trains.	Bus Service
You must be nuts if you are thinking of cutting L2 from going to Faragut Square. And no 42/43 on	
weekends? You know that is a poor persons bus	Bus Service
You should tax wealthy people and businesses smore since poorer people rely on public transport	Bus Service
You still have issues with gangs of kids at Waterside and Staion managers often sleeping and seldom	
supporting people.	Miscellaneous
You?re top heavy! You have more managers than worker and a lot of them don?t know their jobs!	Miscellaneous
Your proposals to cut buses hurt students, the elderly and low income residents. My children in DCPS	
and DC charter school rely on buses, particularly the D6 and 32/34/36 to connect to metro to get to	
and from school and school activities. They are often carrying sports equipment or instruments which make walking 3/4-1 mile to the metro more burdensome. Students cannot just jump in a cab or call an	
Uber without an adult.	Bus Service
You're really doing Adams Morgan a disservice with the proposed bus cuts!!	Bus Service
Please protect the current 16Y bus schedule, which is along the main artery of Colombia Pike into DC. If	
there is a small fare increase to protect the current schedule, I think that would be acceptable.	Bus Service
THE BUS DRIVERS RIDE PAST THE 24 stops infront of the library everyday. Even if it?s people out there	
they still ride past.	Bus Service
my husband and I are both blind and are dependent on Metro access along with thousands of other	
elderly and disabled individuals. Metro access helps my husband get to work, helps us get to Doctor's	
visits, shopping, pharmacies, and many other errands. We are on a limited income and this service is essential for our independence and quality of life. Please do not cut funds for Metro access. Sincerely,	
Joann and Harold Wilson.	MetroAccess

Comment	Category
I support metro?s new capital budget. I do not support ANY changes that would result in decreased	
service whether that?s increased headways from 10 to 15 min or 15 to 20min, closing any stations,	
removing bus routes, or most importantly, cutting metro hours both late at night or on the weekends.	
In fact metro hours should be INCREASED. I wish metro were open earlier on weekends. It?s insane that	
metro doesn?t open until 8am on Sundays. It can take 45min-1hr to get most places meaning I cannot	
reliably take metro places on Sundays until late morning. The way to grow metro?s ridership is to	
increase services not set in down a death spiral of closing stations because of low ridership which only	
means ridership will decrease further. As for the VA issue, NOVA is the economic powerhouse of the	
state. Virginia must pay up to support workers who live there otherwise, increase the cost on VA	
residents who use metro to come from VA.	Operating Budget, Management and Spending
They are very late buses in some areas and with this cold	Bus Service
Instead of taking away, add stops for seniors that ride the buses, and some drivers need to be train all	busservee
over again.	Bus Service
	Bus Service
Don?t replace cloth. Seats with polluting vinyl Improve rider safety in trains and rail stations especially	Pur Carrier
for disabled and senior riders. Nursing doors close too quickly. Electrify Mettobuses ASAP My choices for commuting into DC are either Metro or Commuter bus. I tend to avoid the Metro as the	Bus Service
service fails to enforce the rules that it has established. Those rules include failing to collect fares from	
5	
all riders. Almost every time I ride the Metro, I see people jumping the entry/exit gates and the station	
manager not addressing it. My more recent experience has introduced me to one station manager at	
Farragut West, in the early morning, that stands in front of the fare gates. I appreciate the added effort	
that he makes to reduce fare jumpers. How is it that he can do the job and none of the others in my	
experience can? There are monitor cameras at many of these locations. Why are they not being utilized	
to identify jumpers? It is said that you get what you pay for. If these people are allowed to ride for free,	
how much respect do you think they have for the service provided? How likely are they to follow the	
rules of ridership if there is not cost to ride and no enforcement of the rules? During the COVID period,	
although masks were mandated, many riders did not wear them Where was the enforcement? No	
eating or drinking on the train. Unenforced. Panhandling on the train or otherwise bothering other	
passengers, too often. I was on the Metro this morning. There was a Metro worker with an Operations	
vest on. His radio was at such a volume that you could understand the conversation from the other end	
of the train. Why should he not be required to use a headset, like the passengers are? It detracts from	
passenger comfort and shows preferential treatment. This is not something that keeps just me away	
from the Metro, but other riders as well. Maybe the Metro should put police officers in the station	
manager roles. Maybe more police officers should be riding the trains or monitoring the access gates	
and citing violators. Perhaps the financial shortfall is not just from an increase in costs, but a lack of	
efficiency in your staffing.	Operating Budget, Management and Spending
Thanks for your service metro. Love u	Rail Service
1. WMATA should work with Google so that people can use Google maps to see a bike to metro option	
when determing their travel options and time 2. WMATA on-line station maps need to be upgraded to	
clearly show where the elevators are. Without this it is very frustrating for bike riders and handicapped	
folks to figure out where to access the metro stations and if/where there's a 2nd elevator they need to	Dell Constant
use.	Rail Service
Please do not reduce the G8 bus service. This is a really helpful line for me and my family!	Bus Service
Please do not reduce the G8 service! This is a very helpful line for me and my family!	Bus Service
Metro Access is a wonderful service. I use it to travel to medical appointments, adult day center, library	
and church. It is easy to schedule. It runs 7 days a week. The staff are caring and good drivers.	MetroAccess
Enforce fares. A great place to start.	Fares/Fees/Parking
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who	Fares/Fees/Parking
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it	Fares/Fees/Parking
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station.	Fares/Fees/Parking
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked	Fares/Fees/Parking Fare Evasion/Safety/Crime
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users.	Fares/Fees/Parking
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NOMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as	Fares/Fees/Parking Fare Evasion/Safety/Crime
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4	Fares/Fees/Parking Fare Evasion/Safety/Crime
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you.	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$\$ should be held back Virginia	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$\$ should be held back Virginia service is not as bad but Maryland and D.C. are out of CONTROL!	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$\$ should be held back Virginia service is not as bad but Maryland and D. C. are out of CONTROLI I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$\$ should be held back Virginia service is not as bad but Maryland and D.C. are out of CONTROLI I am writing to you today to express how wital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access to pemployers in Montgomery County,	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$\$ should be held back Virginia service is not as bad but Maryland and D.C. are out of CONTROL! I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus is the only reliable public	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$\$ should be held back Virginia service is not as bad but Maryland and D.C. are out of CONTROLI I am writing to you today to express how vital the T2 Metrobus is the only reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$\$ should be held back Virginia service is not as bad but Maryland and D.C. are out of CONTROLI I am writing to you today to express how wital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access to pemployers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus for distinct and comprehensive benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA cuts service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. Capose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$\$ should be held back Virginia service is not as bad but Maryland and D.C. are out of CONTROLI I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access top employers in Montgomer County, the top-paying county in the State of Maryland. The T2 Metrobus is the only reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA cuts service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration.	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until carryland and D.C. are out of CONTROLI I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vitar route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus so these great jobs if WMATA cuts service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration.	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$\$ should be held back Virginia service is not as bad but Maryland and D.C. are out of CONTROLI I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vitar route for many individuals, businesses and families to access to pemployers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus for the many rides public transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive benefits. My colleagues at Congressional Country Club risk losing access to the many riders who require this service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how vital the T2 Metrobus for the many riders who require this genyce to get to work. Thank you for your time and consideration.	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$\$ should be held back Virginia service is not as bad but Maryland and D.C. are out of CONTROLI I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access to pemployers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus for distinct and comprehensive benefits. Wy colleagues at Congressional Country (Lub risk losing access to these great jobs if WMATA cuts service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access to pemployers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrob	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$\$ should be held back Virginia service is not as bad but Maryland and D.C. are out of CONTROLI I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the \$\$tate of Maryland. The T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how vital the T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how vital the T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how vital the T2 Metrobus is to our community. This is a vita route for many individuals, businese	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$5 should be held back Virginia service is not as bad but Maryland and D.C. are out of CONTROL! I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus for the error who require this service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how vital the T2	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$\$ should be held back Virginia service is not as bad but Maryland and D.C. are out of CONTROLI I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vitar route for many individuals, businesses and families to access to pemployers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus for the many riders who require this service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vitar route for many individuals, businesses and families to access to these great jobs if WMATA cuts service. Please consider all efforts to protect the full	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Bus Service Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. Capose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$\$ should be held back Virginia service is not as bad but Maryland and D.C. are out of CONTROLI I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesse and families to access top employers in Montgomer County, the top-paying county in the State of Maryland. The T2 Metrobus is the only reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA cuts service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access top em	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$\$ should be held back Virginia service is not as bad but. Maryland and D.C. are out of CONTROLL I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus is the only reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distint and comprehensive benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA cuts service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how vital the T2 Metrobus for the many riders who require this service to get to work. Thank youn for your time and consideration.	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$\$ should be held back Virginia service is not as bad but Maryland and D.C. are out of CONTROL! I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus for the many riders who require this service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how vital the T2 Metrobus for the many riders who require this service. Please consider all efforts to protect the f	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$\$ should be held back Virginia service is not as bad but Maryland and D.C. are out of CONTROL1 Iam writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access to pemployers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus for the many riders who require this service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access to the esgreat jobs if WMATA cuts service. Please consider all efforts to protect the full T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to	Fare/Fees/Parking Fare Evasion/Safety/Crime Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$\$ should be held back Virginia service is not as bad but Maryland and D.C. are out of CONTROLI I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus for the many riders who require this service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 M	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route starts for users. Toppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$5 should be held back Virginia service is not as bad but Maryland and D.C. are out of CONTROL! I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus for the many riders who require this service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how vital the T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am young county in the State of Maryland. The T2 Metrobus for the many riders who require	Fare/Fees/Parking Fare Evasion/Safety/Crime Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$\$ should be held back Virginia service is not as bad but Maryland and D.C. are out of CONTROLI I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access to pemployers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus for the many riders who require this service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how vital the T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how vital the T2 Metrobus for the many riders who requi	Fare/Fees/Parking Fare Evasion/Safety/Crime Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. Capose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$\$ should be held back Virginia service is not as bad but Maryland and D.C. are out of CONTROLI I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how vital the T2 Metrobus is the only reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA cuts service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I a	Fare/Fees/Parking Fare Evasion/Safety/Crime Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. Toppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$\$ should be held back Virginia service is not as bad but. Maryland and D.C. are out of CONTROLI I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how vital the T2 Metrobus for the many riders who require this	Fare/Fees/Parking Fare Evasion/Safety/Crime Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$5 should be held back Virginia service is not as bad but Maryland and D.C. are out of CONTROL! I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus for the many riders who require this service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how vital the T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how wital the T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to e	Fare/Fees/Parking Fare Evasion/Safety/Crime Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$\$ should be held back Virginia service is not as bad but Maryland and D.C. are out of CONTROLI 1 am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus for the many riders who require this service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. 1 am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to a	Fare/Fees/Parking Fare Evasion/Safety/Crime Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. Toppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service in need be but until crime /poor behavior is under control the \$\$ should be held back Virginia service is not as bad but Maryland and D.C. are out of CONTROLI I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita routs for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a v	Fare/Fees/Parking Fare Evasion/Safety/Crime Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$\$ should be held back Virginia service is not as bad but Maryland and D.C. are out of CONTROLI 1 am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus for the many riders who require this service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. 1 am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to a	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. Toppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service in need be but until crime /poor behavior is under control the \$\$ should be held back Virginia service is not as bad but Maryland and D.C. are out of CONTROLI I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita routs for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a v	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$\$ should be held back Virginia service is not as bad but Maryland and D. C. are out of CONTROLI I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus for the many riders who require this service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how vital the T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how vital the T2 Metrobus for the many riders who require this service to get to work. Thank you for your titme and consideration. I am writing to you today to	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the \$\$ should be held back Virginia service is not as bad but Maryland and D.C. are out of CONTROLI 1 am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus for the many riders who require this service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. Who it my concern I'm writing this letter for the T2 bus route hat's my transportation going and leaving work. I worked at Congressional country Club ris	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. Toppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and young students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service in need be but until crime /poor behavior is under control the \$\$ should be held back Virginia service is not as bad but Maryland and D.C. are out of CONTROLI I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus is the only reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA cuts service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. I am writing to you today to express how vital the T2 Metrobus is the only reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distinct	Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service
Enforce fares. A great place to start. Fare evasion is rapid on the Metro Rail system. There is no enforcement at the rail Stations. People who use Metro Rail know that there is no consequence for not paying, so evasion is out of control. I see it everyday, especially at NoMa Gallaudet Station. Cancel all govt-run bus routes and subsidize private bus lines who meet service commitments, tracked by GPS with real time route status for users. I oppose the restructuring of the E4 bus line to run on Military Road instead of on McKinley Road as presently is. WMATA already deprived this neighborhood of the E6 bus line. If WMATA moves the E4 bus to Military Road you will be depriving an entire neighborhood of working professionals and youg students from access to public transportation. We would have no way of transporting anywhere. Please leave the E4 bus on its current route (McKinley Road) as is. Thank you. Until Metro can control the CRIME problems in their Metro and on the bus I will not ride. Cut the service if need be but until crime /poor behavior is under control the S\$ should be held back Virginia service is not as bad but Maryland and D.C. are out of CONTROL! I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus is the only reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA cuts service. Please consider all efforts to protect the full T2 Metrobus route is to our community. This is a vita route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus route is to our community. This is a vita route for many individuals,	Fares/Faes/Parking Fare Evasion/Safety/Crime Bus Service Miscellaneous MetroAccess

Comment	Category
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital	
route for many individuals, businesses and families to access top employers in Montgomery County,	
the top-paying county in the State of Maryland. The T2 Metrobus is the only reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive	
benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA	
cuts service. Please consider all efforts to protect full T2 Metrobus for the many riders who require this	
service to get to work. Thank you for your time and consideration. Genaro Cruz 301 -318-8324	
Gmcruz72@Outlook.Com	Bus Service
I am writing to express my deep concern regarding the proposed public transportation service cuts	
within the WMATA system to Prince George?s? County. As a resident of the central part of the county	
and regular user of WMATA services, I strongly oppose any reductions to our public transit network.	
Public transportation is an essential lifeline for countless individuals in our community, providing access	
to employment, education, healthcare, and essential services. Any cuts to bus routes, train frequencies,	
or other services would disproportionately impact low-income communities, seniors, individuals with	
disabilities, and essential workers who rely on public transit to meet their daily needs. Reduced service	
levels would not only inconvenience passengers but also exacerbate traffic congestion, environmental pollution, and economic inequality. It is imperative that WMATA continues to prioritize the	
accessibility, affordability, and reliability of public transportation for all residents across the	
Washington metropolitan area. As a responsible steward of public transportation, WMATA has a duty	
to uphold its commitment to serving the needs of the diverse population it serves. I implore you to	
prioritize the well-being and mobility of riders by preserving and enhancing our public transit services.	
Thank you for your attention to this urgent matter. I trust that WMATA will take into account the	
concerns of residents and passengers as it makes decisions regarding the future of our transit system.	Bus Service
I seeing X9 and X2 Same schedule running all day long almost empty same time. Cut X9 service	
between 10am - 3pm not necessary. only passengers needs morning and Evening commute. Thanks.	Bus Service
Metro Board, I am writing to express my deep concern regarding the proposed public transportation	
service cuts within the WMATA system. As a resident and regular user of WMATA services, I strongly	
oppose any reductions to our public transit network. Public transportation is an essential lifeline for	
countless individuals in our community, providing access to employment, education, healthcare, and	
essential services. Any cuts to bus routes, train frequencies, or other services would disproportionately impact low-income communities, seniors, individuals with disabilities, and essential workers who rely	
on public transit to meet their daily needs. Reduced service levels would not only inconvenience	
passengers but also exacerbate traffic congestion, environmental pollution, and economic inequality,	
especially as DC made the federal government employees come back into the office more. It is	
imperative that WMATA continues to prioritize the accessibility, affordability, and reliability of public	
transportation for all residents across the Washington metropolitan area. As a responsible steward of	
public transportation, WMATA has a duty to uphold its commitment to serving the needs of the diverse	
population it serves. I implore you to prioritize the well-being and mobility of riders by preserving and	
enhancing our public transit services. Thank you for your attention to this urgent matter. I trust that	
WMATA will take into account the concerns of residents and passengers as it makes decisions regarding	
the future of our transit system. Sincerely, Teena Curry PG county resident	Bus Service
I work at Congressional Country club and many of my coworkers rely on the bus stop that drops off	
right in front of the club on River Road. If you take away the means of transportation for all my	
coworkers who rely on this route, it would make their lives extremely hard.	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
is the only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2	
Metrobus for the many riders who require this service to get to work, school, and other activities.	
Thank you for your time and consideration.	Bus Service
I am writing to emphasize how important the T2 Metrobus route is to those who live and work in the	
West Bethesda and Potomac community. The T2 Metrobus is the only reliable public transportation to	
this part of the County, which is critical for the County?s economy. This bus service is a crucial support	
and it would be devastating to lose it. There is no other alternative mode of public transportation.	
Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to	
get to work, school, and other activities. Thank you for your time and consideration.	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2	
Metrobus for the many riders who require this service to get to work, school, and other activities.	
Thank you for your time and consideration	Bus Service
The T2 Metrobus is a vital route for many individuals, businesses and families to access Potomac and	
Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is	
critical for the County?s economy. This bus service is a crucial support for our area. Please consider all	
efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school,	
and other activities. Thank you for your time and consideration.	Bus Service
Good morning, I would like to express how imperative the T2 Metrobus route is to our people of color	
and others in the community. This is a vital route for many BiPAC individuals, businesses and families to	
go to work. The T2 Metrobus is the only affordable public transportation to this part of the County. This	
bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for	
the many riders who require this service to get to work, school, and other activities. It is discriminatory	
to make people pay for and UBER to get around the county that takes away their ability to afford day to day necessities.	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
is the only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This bus service is a crucial support for our area. My housekeeper, and many other	
employees use this as the only way to get to work. If our taxes cannot help support those that work	
hard, have salaries that do not allow them the benefits of a car, (although if they are forced to buy cars	
guess that will be great for the roads and adversely impact emissions and be another source of	
environmental damage. Please consider all efforts to protect full T2 Metrobus for the many riders who	
require this service to get to work, school, and other activities. If the bus is too large for the current	
pasengers, then provide a smaller vehicle. That this vital transportation service is even being considered	
to be removed in presumably a wealthy county such as ours is absurd. We pay a huge tax to the county	
and demand good services. If these essential service cuts are being considered here, I think we are	
going down a very dark path and my husband and I most certainly will move to a location where services are better managed and our employees can get to work without having to invest in a car and	
services are better managed and our employees can get to work without having to invest in a car and fuel. Frankly this is the most asinine suggestion I have heard in a while.	Bus Service
,, and is the most asimic suggestion may include in a Wille.	

Controll Con		
and a non-seq indicake. Is beneres and the line to see the seq of the locaries of the set of the locaries of the l	Comment	Category
Increase to environment increase to environment increase to environment Increase to environment increase increase Increase increase increase increase Increase increase increase increase Increase increase increase increase Increase increase increase increase Increase increa		
Courty Fouroup, This has execut and using the for an exe and allows on any and water the prove Rescarging of the Courty allow in the Prove Rescarging of t		
is negly and efficient travel to the place of own and the communities has have one place of the server of the serv		
al edios protect full 2 beets due to the energenergenergenergenergenergenergene		
 active a deriver activers. Then by report the and construction. in the first post postability is borners and families to access houses and borners. This is service is a could support for an access to access acquire to access to access to access to access to access to access ac		
In water pay of body is a parts to water that Ta Methodus rates is the ar community. This is a star concern, the body website as a subsite and the back as the table of tabl		Dur Contine
nucle for many obligation, busines and families to access souther and affentes. In PL Meerebes access the access of the access souther affentes to present to Te the access of the access of the access souther affentes to present to Te access of the access of the access souther affentes to present to Te access of the access of the access souther affentes to present to Te access of the access of the access souther affentes to present to Te access of the access of the access souther affentes to present to Te access of the access of the access access of the access of the access access of the access of the a		
s he dryn felle public rensponse to up this part of the County, which is nitised for the County. How county is to see the service test in two to service test in two to show of an observed in the Served is served the many methods, business and methods are been as the been as the service is the Served is served the many methods, business and methods are assessment as the been as the served is served the many methods, business and methods are assessment as the been as the served is served the many methods, business and methods are assessment as the been as the served is served the many methods, business and methods are assessment as the been as the served is served the served is served is served is served is served is served to served the served is served is served is served is served is served is served is served is served is served is served is		
scores, The bas serves a scores and support for our and. Reserve control and abort a toporet. Intel The bas out for two in vicinities in the trans to the top in the top is the scores of the control is a sore of the scores of the scores of the control is the scores. The control is the scores of the contr		
Adverse up of port offer a canadita on the source to got a canadita appear and the source attemps, this is a sole and ender and consideration. Neuropeak and consideration of the source attemps, this is a sole and the sole of the sole of the sole of the source attemps and the sole of the sole		
Thenk your grout ima and consideration. Nation Yook, OW resident on Las program in the series of the seri		
i ar weiting to you to by to expert weiting the T1 Methods route is to us community. This is a veit and the maxy individuals, business of deminest access Process and Behads. The 12 Methods are writered to you to be preserved weiting the AC Method route is a constraint of the Contry and the only received preserved weiting the AC Method route is a constraint. The is a veiting oute for many individuals, business of antiest is a constraint of the Contry and the only received preserved weiting the AC Method route is a constraint. The is a veiting oute for many individuals, business of antiest is a constraint on the to an community. This is a veiting oute for many individuals, business of antiest is a constraint on the is a constraint. The is a veiting oute for many individuals, business of antiest is a constraint on the is a constraint. The is a veiting oute for many individuals, business of antiest is a constraint on the is a constraint. The is a veiting oute for many individuals, business of antiest a constraint on the is a constraint. The is a veiting oute for many individuals, business of antiest a constraint on the is a constraint on the iso and endenses. The IT Methods are constraint on the iso and endenses of the IT Methods and and iso and		Bus Service
Index form includental, business and families to access Patomes and elements. The 12 Methode is the only reliable policy is sample of the Courty, which is risk for the Courty of the Courty, which is risk for the Courty of the Courty, which is risk for the Courty of the Courty, which is risk for the Courty of the Courty, which is risk for the Courty of the Courty, which is risk for the Courty of the Courty, which is risk for the Courty of the Courty, which is risk for the Courty of the Courty, which is risk for the Courty of the Courty, which is risk for the Courty of the Courty, which is risk for the Courty of the Courty, which is risk for the Courty of the Courty, whole and the Ecurty of the Courty, whole and the Ecury of the Courty of the Courty of the Courty, whole and the Ecury of the Courty, whole and the		
is the eithyr line bare prove data is part of the Cauty, which is discling the Cauty and the T2 Metrobus musts is to our communy. This is a value of the cauty which is discling the outper table prove data is part of the Cauty, which is discling the cauty of the Cauty the Ca		
incomp. in the service in the service investige to you be correct. but will be append to present the service is to our community. This is a value of the service is to our community. This is a value of the service is to our community. This is a value of the service is to our community. This is a value of the service is to our community. This is a value of the service is to our community. This is a value of the service is to our community. This is a value of the service is to our community. This is a value of the service is a value bage of the courty, which is at the service is a value bage of the courty, which is at the service is a value bage of the courty, which is at the service is a value bage of the courty, which is at the service is a value bage of the courty, which is at the service is a value bage of the courty, which is at the service is a value bage of the courty, which is at the service is a value bage of the courty, which is at the service is a value bage of the courty, which is at the service is a value bage of the courty, which is at the service is a value bage of the courty, which is at the service is a value bage of the courty, which is at the service is a value bage of the courty, which is at the service is a value bage of the courty, which is at the service is a value bage of the courty, which is at the service is a value bage of the courty, which is at the service is a value bage of the courty, which is at the service is a value bage of the courty, which is at the service is a value bage of the courty, which is at the service is at our courter walue bage of the courty, which is at the service is at our courter walue bage of the courty, which is at the service is at our courter walue bage of the courty, which is at the service is at our courter walue bage of the courty, which is at the service is at our courter walue bage of the courty, which is at the service is at our courter walue bage of the courty,		
Inde the number of the service is a creating out of the cost, which is called the Cost of the service is a creating out of the cost, which is called the Cost of the service is a creating out of the cost, which is cleated the Cost of the service is a creating out of the cost, which is cleated the Cost of the service is a creating out of the cost, which is cleated the Cost of the service is a creating out of the cost, which is cleated the Cost of the service is a creating out of the cost, which is cleated the Cost of the service is a creating out of the ser		Bus Service
Inde the number of the service is a creating out of the cost, which is called the Cost of the service is a creating out of the cost, which is called the Cost of the service is a creating out of the cost, which is cleated the Cost of the service is a creating out of the cost, which is cleated the Cost of the service is a creating out of the cost, which is cleated the Cost of the service is a creating out of the cost, which is cleated the Cost of the service is a creating out of the cost, which is cleated the Cost of the service is a creating out of the ser		
exceeding "This bus served is a crucial suggest for our area."		
I an writing to you to day to expension with the T2 Metrobus route is to our community. This is a value of the analysis of the	is the only reliable public transportation to this part of the County, which is critical for the County?s	
Inste for ming individual, business and families acces Petiones and Benkes1. The T2 Metrobus is the only shale point of the carry with the circle of the carry benk is the control of the carry benk is accessed in sport of the carry and petiod the carry benk is the control of the carry benk is the	economy. This bus service is a crucial support for our area.	Bus Service
inclu for many individual, basiness and families to acces Patients and Benkes. The T2 Metrobus tectomy. This bas service is a crucial support for our area. Please consider all fifters to protect full. T2 decompted by the service is the service by the town is and the fifter by protect full. T2 decompted by the service bit is and the service by the town is and the fifter by protect full. T2 decompted by the service bit is and the service by the town is and the fifter by protect full. T2 decompted by the service bit is and the service by the town is and the fifter by protect full. T2 decompted by the service bit is and the service b		
excent, This bus service is a crucial support for our are. Please consider all florts to protect. In 12 Methods for the mark to ever environment of the service of the serv		
Intervalue for units and conditionation. Some and matta more and a service Is service Held. The in Fotomac, May faid, and I want to express my perspective that the TL Microbus route is a public transportation routes to those buriesses in protona and befreda will an arrive a public transportation routes to those buriesses in protona and befreda will an arrive a public transportation routes to those buriesses in protona and befreda will an arrive a public transportation will be read to be service to those buriesses in protona and befreda will arrive transportation will be read to be service to protona and befreda will arrive transportation will be read to be service to protona and befreda will arrive transportation will be read to be service of protona and befreda will arrive transportation will be read to be service of protona and befreda will be read to be service of protona and befreda will be read to be service of protona and befreda will be read to be service of protona and befreda will be read to be service of protona and befreda will be read to be service of protona and befreda will be read to be read to be service to protona and befreda will be read to be service of protona and befreda will be read to be service to protona and befreda will be read to be service to protona and befreda will be read to be service to protona and befreda will be read to be service to protona and befreda will be read to be read to be read to be read to be transport to protona and befreda will be read to the read to th	is the only reliable public transportation to this part of the County, which is critical for the County?s	
Thank you for your time and consideration. Shown and mark amoreal Not Service Inclusion for your time and consideration. Shown and Betheda Will affer, as public transportation routes to those budineses (yi holdwalls was public transportation routes). The shown and services is a valial route to the shown and the shown will be dimensioned. The shown and the shown will be dimensioned to the shown and the shown will be dimensioned to the shown and the shown will be dimensioned to the shown and the shown will be dimensioned to the shown and the shown will be dimensioned to the shown and the shown will be dimensioned to the shown and the shown will be dimensioned to the shown and the shown will be dimensioned to the shown and the shown will be dimensioned to the shown and the shown will be dimensioned to the shown and the shown an	economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2	
Hello. The in Potonac, Maryland, and I want to express my perspective that the T2 Metrobus route is critical to an community. Whost is, businesses in Potonac and Bethesida will get response to the second	Metrobus for the many riders who require this service to get to work, school, and other activities.	
critical to ur community. Writene it, businesse in Retened will suffer, a public manyoration and/or are employed by toos will be to be and these clients that do have meets occss. This are all forter toor the base in the base of the ba		Bus Service
Interpretation routes to those buienesses by individuals who patronice analysis as value of the baies will be enter to our area. These area of Montgomery County is first and the county and elimitation of the since is a value and the baies will be applied by the served		
business will be eliminated. There is no meter to our area - thus the 12 Metrobus is a value of Metagemy Courts scritical to the courty's overall economy, and elimination of reliable public transportation will have significant adverse migrat on economic contribution, and adverse contribute on and well to our community. This is a value consider all efforts to protect full 12 Metrobus route is to our community. This is a value consider all efforts to protect full 12 Metrobus route is to our community. This is a value to the form any individuals, businesse and finalite to access Potonace and Betherad. The 12 Metrobus is the only reliable public transportation to this part of the Courty, which is critical for the courty-RLAC ¹⁵ are to the spring to the out area. Proceen consider all efforts to protect is a non-spring to the spring to spring to a spring to a spring to a spring to a spring the spring to provide the spring to spring to spring to a spring to a spring to a spring to a spring to the spring to spring to a spring to a spring to the spring to spring to a spring to		
inclust of connected to CC and those cites that do have metro access. This are of Montgomery County significant adverse impact on economic contribution, and ability to increase future contribution. Please conder all efforts to protect 1117 244000 for the analy diverse hore are future contribution. Please work, stool, and other activities. Thank you for your time and consideration. Bus Service ama writing to you to day to engress how valia the 72 Metrobus sorue is to aux community. This is a valiate route for many individials, businesses and families to access Potoma and Betheda. The 72 Metrobus is the only rolable with any bottow sorue is to aux community. This is a valiate control fab. 24400000000000000000000000000000000000		
scritical obte courty's oreal economy, and elimination of reliable public transportation will have significant adverse instruction of and adverse transmitty to increase future contribution, Pail adverse to patter work, school, and other advives. Thanky out for your time and consideration to the form my individuals, businesse and families to access Potonas and Betheradh, The 12 Metrobus for to this part of the Courty, which is critical for the courty Adverse to part of the adverse to the adverse t		
significant adverse impact on economic contribution, and ability to increase future contribution. Please or conder all efforts portex till 12 Averbols for the anny dires vivo equite this service to get to evol. Service adverse service to evolution. The service to evolution to the part of the Courty AfAC ^{AA} economy. This bia service is a crucial support for our area. Please consider all efforts to evolution to the part of the Courty, shelds and the evolution of the area. In the Octobility Please and the evolution of the area. The Service adverse service adverse service to evolution of the area. The Octobility Please and the evolution of the area. The Service adverse service adverse service adverse service adverse service to evolution to the part of the Courty AfAC ^{AA} economy. This is a verse to evolution of the area. The Octobility Please adverse service to educe service adverse s		
a work school, and other activities. Thank you for your time and consideration. Law writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many indivitable, businesses and families to access Patomac and Bethered. The T2 Metrobus s the only facAS ¹ are set to access Patomac and Bethered. The T2 Metrobus s the only facAS ¹ are set to access Patomac and Bethered. The T2 Metrobus s the only facAS ¹ are set to access Patomac and Bethered. The T2 Metrobus s the only facAS ¹ are set to access Patomac and Bethered. The T2 Metrobus s the only facAS ¹ are set to access Patomac and Bethered. The T2 Metrobus s the only facAS ¹ are set to access Patomac and Bethered. The T2 Metrobus s the only access Patomac and Bethered. The T2 Metrobus s the only access Patomac and Bethered. The T2 Metrobus s the only access Patomac and Bethered. The T2 Metrobus s the only access Patomac and Bethered. The T2 Metrobus s the only access Patomac and Bethered. The T2 Metrobus s the only access Patomac and Bethered. The T2 Metrobus s the only access Patomac and Bethered. The T2 Metrobus s the only access Patomac and Bethered. The T2 Metrobus s the only relable public transportation to this part of the County Methis is critical for the County Methis s the only relable public transportation to this part of the County Methis is critical for the County Methis s the only relable public transportation to the part of the County Methis is critical for the County Methis s the only relable public transportation to this part of the County Methis is critical for the County Methis s the only relable public transportation to the part of the County Methis is critical for the County Methis s the only relable public transportation to this part of the County Methis is critical for the County Methis s the only relable public transportation to this part of the County Methis s the only relable public transportation to this part of the County Methis s the only relable public transportation to this part o		
work, schol, and other activities. Thank you for your time and consideration. Ise Service inam writing to you today to express how will the T2 Methodus route is to ure community. This is a sinal Ise Service is the only realized public transportation to this part of the Corunty, which is critical for the Bus Service County/ARA ^{A+} seconsmy. This is using work, school, and other activities. Bus Service region. The T2 bus is its an important part of keeping transit options available in the RockVille/Potomal Bus Service region. The T2 bus its an important part of keeping transit options available in the RockVille/Potomal Bus Service region. The T2 bus its an important part of keeping transit options available in the RockVille/Potomal Bus Service region. The T2 bus its an important part of keeping transit options available in the RockVille/Potomal Bus Service region. The T2 bus its and from the Red line at Friendhip Heights on a regular basis. Bus Service lam writing to you today to express how villat the T2 Methodus route (stot options) Bus Service lam writing to you today to express how villat the T2 Methodus route is a villa Bus Service lam writing to you today to express how villat the T2 Methodus route is a villa Bus Service lam writing to you today to express how villat the T2 Methodus route is a villa Bus Service <	· · · · · · · · · · · · · · · · · · ·	
I am writing to you today to express how vital the 12 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potoma and Bettedsa. The 12 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County-AjkAA* secondy. This bus service is a cucial support for our area. Please consider all efforts to protect till 12 Metrobus for the many reliable to the second curve and Bettedsa. The 12 Metrobus to protect till 12 Metrobus for the many reliable in the BockWill/Potomac Bus Service The 72 bus line is an important part of keeping transit options available in the BockWill/Potomac Bus Service The route to 21 bus to and from the Red line af Friendskip Heights on a regular basis. There were also numerous people on the bus that where using the route to get to jobs in and around Potomac Village. Bus Service I am writing to you today to tegress how vital the 12 Metrobus route is to our community. This is a vital secondy. This bus service is a cucial support for our area. Please consider all efforts to protect line 2 Metrobus for the many reliable support for our area. Please consider all efforts to protect line 2 Metrobus for the many reliable support for our area. Please consider all efforts to protect line 2 Metrobus for the many reliable support for our area. Please consider all efforts to protect line 2 Metrobus for the many reliable support for our area. Difference to a detendera. The 12 Metrobus to the only reliable public transportation to this part of the County's secondy. This bus service is a cucial support for our area. Difference for the county's secondy. This bus service is a second and efforts to protect full 12 Metrobus to a service service service service full 12 Metrobus to the service to get to work, school and Compressional Country's secondy. This bus service is a second and fuel for the protect full 12 Metrobus to a verice service service service full to the second to a set		
In the formany individuals, businesses and families to access Potoma; and Bethesda. The 12 Metrobus is the only reliable public transportation to this part of the county, which is critical for the County/ARCA*'s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full 12 Metrobus for the many riders who require this service to get to work, school, and the activities. Thank you for your time and consideration. The 72 bus lines on the obsequences of service and the county which is a private car/uber/auxi, and using any of those last three can be to osegnetic or simply unavailable to many reliable to some regular basis. There were also numerous people on the bus that where using the route to get to jobs in and one decome: Ullage. Bus Service I am writing to you tody to cerpres how vial the 72 Metrobus route is to our community. This is vial route for many individuals, businesses and families to access Potoma; and Bethesda. The 72 Metrobus to the only reliable public transportation to this part of the county, which is to part community. This is vial route for many individuals, businesses and families to access Potoma; and Bethesda. The 72 Metrobus to ensy reliable to any route the service to get to ourd; school and other activities. Thank you for your time and consideration. Bridget Nikodem Thank you for your time and consideration. Bridget Nikodem Thank you for your time and consideration. Bridget Nikodem Thank you for you tody to cerpres the write the service to a get to work, school and compresional country Club which employ numerous riders. Please consider all efforts to our community. This is vial route for many individuals, businesses and families to access Potoma; and Bethesda. The 72 Metrobus to ensy individuals, businesses and families to access Potoma; and Bethesda. The 72 Metrobus to tay our other and the set precision will the 72 Metrobus route is to our community. This is vial route for many individuals, businesses and families to access Potoma; and Bethe		
is the only reliable public transportation to this part of the County, which is critical for the county/AGA* scoremy. This bus service is a crucial support for our area. Dese consider all efforts to protect thil 72 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Bus Service The 72 bus line is an important part of keeping transit options available in the fack-life/taxin, and using any ard those last three can be too expensive or simply unavailable to many residents of the area. Im retired work but used to use the 72 to get to and from the Red line af riendify highles on a regular basis. There were also numerous people on the bus that where using the route to get to jobs in and around potomac Village. Bus the 72 Metrobus route is to aur community. This is a vital route for many individuals, businesses and families to access Potomaca and Bethesda. The 71 Metrobus to the only reliable public transportation to his part of the Country, which is critical for the Country. Scoremy. This bus service is a crucial support for our area. Please consider all forts to protect In 12 Metro transp individuals, businesses and families to access Potomaca and Bethesda. The 71 Metrobus to the only reliable public transportation to his part of the Country. Scoremy. This bus service is a crucial support for our area. Denotes due to not community. This is a vital route for many individuals, businesses and families to access Potomaca and Bethesda. The 72 Metrobus to ensign which advectories tow vital the 72 Metrobus route is to aur community. This is a vital route for many individuals, businesses and families to access Potomaca and Bethesda. The 72 Metrobus route is around River Route due to the store to the country, who route is a form work. It would be descatifier of the country who require this service to get to work, school and contre school who require this service to get to work, school and conter school who require t		
County AfAAPs economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to work, school, and other activities. Thank you for your time and consideration. The T2 bus list is an important part of lexping transit options available in the Rockville/Potomac region. The T2 bus list enor hy way to get to Metro without using a private car/uber / fasi, and using any of those last three an be to acgement with the T2 bus list enor hy way to get to Metro without using a private car/uber / fasi, and using any of those last three an be to acgement with the T2 Metrobus route is to our community. This is a vital three using the route to get to jobs in and around bottomac Village. Service a consider all efforts to protect hill T2 Metrobus source is to our community. This is a vital received to access Potomac and Betheda. The T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Bridget Mixedem and Betheda. The T2 Metrobus for the anayot factor access Potomac and Betheda. The T2 Metrobus so the service is a curation to this part of the County? As a service is a curation to this part of the County? As a service is a curation to this part of the County? As a service is a curation to this part of the County? As a service is a curation to this part of the County? As a service is a curation to this part of the County? As a service is a curation to this part of the County? As a service is a curation to this part of the County? As a service is a curation to this part of the County? As a service is a curation to this part of the County? As a service is a curation and the service		
arreter ful T2 Metrobus for the many riders who require this service to get to work, school, and other region. The T2 bus line is an important part of keeping transit options available in the Rockfull/Potomac region. The T2 bus line is an important part of keeping transit options available in the Rockfull/Potomac region. The T2 bus line is an important part of keeping transit options available in the Rockfull/Potomac region. The T2 bus line is an important part of keeping transit options available to many residents of the area. I'm retired and rhose that out the T2 to get to addre within the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potoma can detekeds. The T2 Metrobus to the only reliable public transportation to this part of the Courty. Which is critical for the Courty?s comory. This bus service is a rucki support for una ena. Please consider all efforts to protect full T2 Metrobus for the many riders who require this part of the Courty. Tank you for you to appress how visit the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potoma can deletheds. The T2 Metrobus is the only reliable public transportation to this part of the Courty. Sub conv reliable public transportation to this part of the Courty which is critical for the Courty?s economy. This bus service is a rucki support for una rea. One erae where this is specially important saround filter. Read and family ensure the Norwood School and Compressional Courty (Ub which empression times and consider all efforts to protects. Tank you for your time and and orthow court would be doublic transportation to this part of the Courty. Which is critical for the Courty economy. This bus service is a rucki support for una rea. One erae where this is especially important is arown filter. Braak consider all efforts to protect to at T2 Metrobus the only reliable public transportation to this part of the courty		
activities Bus Service The T2 bus its is an important part of keeping transit options available in the Rockville/Potomac region. The T2 bus its the only wayt oget to Metro without using a private car/uber/taxi, and using any of those last three can be too sepsers or singly unavailable to many residents of the area. Im retired now but used to use the T2 to get to and from the Red line at Friendship Heights on a regular basis. There were also numerous people on the bus that where using the route to get to jobs in and around Potomac village. Bus Service I am writing to you today to express how wital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County? Bus Service Bus Service I am writing to you today to express how wital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potoma and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County? Bus Service Bus Service I am writing to you today to express how wital the T2 Metrobus route is no our community. This is a vital route for many individuals, businesses and families to access Potoma and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County? Bus Service Bus Service I am writing to you today to devise show wital the T2 Metrobus route. As a resident of Potomac, MD this route is to end from work. It would be devastating for them. Bus Service		
The T2 bus line is an important part of keeping transit options available in the Rockville/Potomac region. The T2 bus its the only vays tiget to MErce without using a private car/duer/Aa, and using any of those last three can be too expensive or simply unavailable to many residents of the area. I'm retired now but used to use the T2 to get and from the Red line at Friendahy heights on a regular basis. There were also numerous people on the bus that where using the route to get to jobs in and around batomac Village. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Betheda. The T2 Metrobus is the only reliable public transportation to this part of the County, vibin is critical for the County is critical for them. I am writing to you today to express the Z Metrobus route. As a resident of Potomac, MD this route is get could as the County write is a cru		
region. The T2 bus is the only way to get to Metro without using a private car/uber/tax, and using any of those last three can be to expensive or singly unavailable to many reidents of the area. Im retired in ow but used to use the T2 to get to and from the Red line at Friendship Heights on a regular basis. There were also numerous people on the bus that where using the route to get to jobs in and around become values. The term of the term		Bus Service
or Those last three can be too expensive or simply unavailable to many resident of the area. Im retired now but used to use the T2 to get to and from the Red line at Friendhip Heights on a regular basis. There were also numerous people on the bus that where using the route to get to jobs in and around Potomac Village. Iam writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, Yok economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders whore regular this service to get to work, school, and other activities. Thank you fory your time and consideration. Bridget Yiloude and millen you today to express how vital he T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County, Yok economy. This bus service is a crucial support for our area. One area where this especially important is anourd River Road and Bradley were the Norwood School and Congressional Country (Lub which emglor numerous riders. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. The T2 Metrobus Ta toute, har a resident of Potomac, MD his route is extermely vital to our community as it provides many individuals, businesses and families access Potomac and Betedsa, and a dire service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. The T2 Metrobus is the county rise service is a crucial support for our area. Please consider all efforts to pro		
In we tued to use the 12 to get to and rom: the Red line at Friendship Heights on a regular basis. There were also numerous people on the bus that where using the route to get to jobs in an around Potomac Village. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesd. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for you time and consideration. Bridger Mixed is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. One area where this is especially important is around filter Mead and Bradley meat the Nowoed School and Congressional Country (Low which employ numerous riders. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for you time and form work. It would be devasting for them. I am writing to you today to discuss the T2 Metrobus route is a crucial support for our area. The accessional Country (Low which employ numerous riders. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and there were withing to you today to discuss the T2 Metrobus route is a resident of Potomac. MD this route is externely within to our community any it provides many mindividuals, businesses and families access Potomac and Bethesda, and a direct route for the residences of Bethesda/Potomac to the metro area. I am writing to you today to express how wital the T2 M		
There were also numerous people on the bus that where using the route to get to jobs in and around Potomac Village. Iam writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potoma cand Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Deteored and there setvices. Thank you for your time and consideration. Unity and there activities. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital require this service is a crucial support for our area. One area where this is especially important is a route for many individuals, businesses and families to access Potoma cand Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. One area where this is especially important is around River Road and Bradley near the Norwood School and Congressional County Club which employ numerous riders. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and form work. It would be devastating for them. I am writing to you today to discuss the T2 Metrobus route. As a resident of Potomar, MD this route to get to afform work. It would be quite runsprintion to the same rider so of Bethesda/Potomac to the metro area. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to get to work, school, and other activities. Thank you fory our time and consideration. Thank you for your time and the tourty's economy. This bus servi		
potemac Village. Bus Service Iam writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital is used route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County? seconomy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Bus Service Hank you for your time and consideration. Bridget Nikodem Bus Service Bus Service Iam writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus Bus Service Iam writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County? Seconomy. This bus service is a crucial support for our area. One area where this is especially important is around River Road and Bradley near the Norwood School and Congressional Country Club which employ numerous riders. Please consider all efforts to protect full T2 Metrobus for the many riders who you bus service is a crucial support for our area. Please consider all efforts to protect full to 2 Metrobus T2 route. Have many friends and families access Please do not get rid of Metrobus T2 route for the residences of Bethesda/Potomac to the metro areaa. Bus Service		
I am writing to you today to express how vilal the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and ther activities. Thank you for your time and consideration. Bridget Nikodem Bus Service I am writing to you today to express how vilal the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County?s economy. This bus service is a crucial support for our area. One area where this is especially important is around River Road and Bradley near the Norwood School and Congressional Country Club which engloy numerous riders. Please consider all efforts to protect full T2 Metrobus for the many riders who Prequere this service to get to work, school, and other activities. Thank you for your time and family that use this route to get to and from work. It would be devastating for them. As a resident of Potomac, MD this route is expreceed to under the residences of Bethesda/Potomac to the metro area. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the produce many riders who require this service to get to work, school, and other activities. Thank you for your time and family that T2 Metrobus for the residences of Bethesda/Inter activitia for the County. which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts		Bus Service
In out of or many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County? Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Frider Name and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. One area where this is especially important is around River Read and Brailley near the Norwood School and Congressional Country Clu buich employ numerous riders. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and Bus Service Baus S		
Is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for your time and consideration. Bridget Nikodem Bus Service Thank you for your tome and consideration. Thinget Nikodem Bus Service and mriting to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County. which is critical for the County?s economy. This bus service is a crucial support for our area. One area where this is especially important is around River Road and Bradley near the Norwood School and Congressional Country (Lub which employ numerous riders. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and for work: the work for the residences of Bethesda/Fotmac to the more to area. The T2 Metrobus T2 mordes many individuals, businesses and families access Potomac and Bethesda, and a direct route for the residences of Bethesda/Fotmac to the more orea. The f2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and Desnider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Thank you for your time. Bus Service I am writing to you today to express how with the T2 Metrobus for the your diver source source with the school and other activities. Thank you for your time and consideration. Thank you for your time. Bus Service I am writing to you today to express how with the T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the count		
economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other Tank you for your time and consideration. Fridget Nikodem I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital require this service is a crucial support for our area. One area where this is especially important Is around River Road and Bradley near the Norwood School and Congressional Country Club which employ numerous riders. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. First, Bake your your time and extender you today to discuss the T2 Metrobus route. As a resident of Potomac, MD this route is externely vital to our community as it provides many individuals, businesses and families access Potomac and Bethesda, and a direct route for the residences of Bethesda/Phota consider all efforts to protect full T2 Metrobus to the ravitites. Thank you for your time and firet route for the residences of Bethesda/Phota consider all efforts to protect full T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus to the T2 Metrobus route is service to get to work, school, and other activities. Thank you for your time and consideration. Thank you for your time. Bus Service I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Ple		
Metrobus for the many riders who require this service to get to work, school, and other activities. Bus Service Thank you for your time and consideration. Bridget Nikodem Bus Service Iam writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus for the many riders who require this service is a crucial support for our area. One area where this is especially important is around River Road and Bradley near the Norwood School and Congressional Country Club which employ numerous riders. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and and family that use this route to get to a work, school, and other activities. Thank you for your time and discuss the T2 Metrobus route. As a resident of Potomac, MD this route is extremely vital to our community as it providuals, businesses and families caccess Bus Service Potomac and Bethesda, and a direct route for the residences of Bethesda/Potomac to the metro area. The T2 Metrobus for the many riders who require this service to get to work, school, and other activation to this part of the Country. Which is critical for the Country. Which is critical for the Country. Seconomy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Thank you for your time and to access Potomac and Bethesda. The T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Thank you for your ti		
Thank you for your time and consideration. Bridget Nikodem Bus Service I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is te noily reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. One area where this is especially important Bus Service employ numerous riders. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time. Bus Service Please do not get rid of Metrobus T2 route. I have many friends and family that use this route to get to and for discuss the T2 Metrobus route. As a resident of Potomac, MD this route is extremely vital to our community as it provides many individuals, businesses and families access Bus Service Potomac and Bethesda, and a direct route for the residences of Bethesda/Potomac to the metro area. Bus Service I am writing to you today to express how vital the T2 Metrobus route. Bus Service I am writing to you today to the many riders who require this service to get to work, school, and other activities. Thank you for your time. Bus Service I am writing to you today to the many riders who require this service to get to work, school, and other activities. Thank you for your time. Bus Service I am writing to you today to express how vital the T2 Metrobus route. Bus Service I am writing to you today to expre		
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. One area where this is especially important is around River Road and Bradley near the Norwood School and Congressional Country Club which employ numerous riders. Please consider all efforts to protect full T2 Metrobus for the many riders who Bus Service Bus Service and from work. It would be devastating for them. I have many friends and family that use this route to get to and from work. It would be devastating for them. As a resident of Potomac, MD this route is extremely vital to our community as it providuals, businesses and families access Potomac and Bethesda, and a direct route for the residences of Bethesda/Potoma to the metro area. The T2 Metrobus for the many riders who guiter this service to get to our club service bis or curial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who guiter this service to get to work, school, and ther activities. Thank you for your time. A subservice is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and ther activities. Thank you for your time. A county, which is critical for the Country's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Thank you for your time. Bus Service I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families		Bus Service
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to the sart of the County. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County. This is a vital route for many individuals, businesses and families to cores Potomac. More the county?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many iders who require this service to get to out of y continue and bis service to get to and from work. It would be devastating for them. Bus Service extremely vital to our community as it provides many individuals, businesses and families access Potomac and Bethesda, and a direct route for the residences of Bethesda/Potomac to the metro area. The T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Thank you for your time. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to cess. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route		
is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. One area where this is especially important is around River Road and Bradley near the Norwood School and Congressional Country Club which employ numerous riders. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and and from work. It would be devastating for them. I am writing to you today to discuss the T2 Metrobus route. As a resident of Potomac, MD this route is extremely vital to our community as it provides many individuals, businesses and families access Potomac and Bethesda, and a direct route for the residences of Bethesda/Potomac to the metro area. The T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Thank you for your time. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda, not the Service I am writing to you today to express how vital the T2 Metrobus for the route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda, The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Thank you for your time. I am writing to you today to express how vital the T2 Metrobus for the county, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect ful		
economy. This bus service is a crucial support for our area. One area where this is especially important is around River Road and Bradley near the Norwood School and Congressional Country Club which employ numerous riders. Please consider all efforts to protect full T2 Metrobus for the many riders to get to and from work. It would be devastating for them. I am writing to you today to discuss the T2 Metrobus route. As a resident of Potomac, MD this route is extremely vital to our community as it provides many individuals, businesses and families access Potomac and Bethesda, and a direct route for the resided/Potomat to the metro area. The T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Thank you for your time. I am writing to you today to express how vital the T2 Metrobus route is to get to work, school, and other activities. Thank you for your time and consideration. Thank you for your time. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and Bettersda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the county. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other school, subinesses and families to access Potomac and Bettesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Virginia W Murphy I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many		
is around River Road and Bradley near the Norwood School and Congressional Country Club which employ numerous riders. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and Bus Service I am writing to you today to discuss the T2 Metrobus route. As a resident of Potomac, MD this route is a vital extremely vital to our community as it provides many individuals, businesses and families access Potomac and Bethesda, and a direct route for the residences of Bethesda/Potomac to the metro area. The T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Thank you for your time. I am writing to you today to discuss the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and affer the County, which is critical for the nolly reliable public transportation to this part of the County, which is a vital route for many individuals, businesses and affer the County which is a vital to nurtifies to a crucial support for our area. Please consider all efforts to route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation. Thank you for your time and consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Thank you for your time. Bus Service Tam writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this par		
employ numerous riders. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and Please do not get rid of Metrobus T2 route. I have many friends and family that use this route to get to and from work. It would be devastating for them. I am writing to you today to discuss the T2 Metrobus route. As a resident of Potomac, MD this route is extremely vital to our community as it provides many individuals, businesses and families access Potomac and Bethesda, and a direct route for the residences of Bethesda/Potomac to the metro area. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Thank you for your tome. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County? Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Winghi is critical for the County? Wetrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your times and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County? Metrobus for the many riders who require this service to get to work, school, and other Thank you for your time and consideration. Virginia W Murphy I am writing to you today to express how vital the T2 Metrobus is t		
require this service to get to work, school, and other activities. Thank you for your time and Bus Service Please do not get rid of Metrobus T2 route. I have many friends and family that use this route to get to and from work. It would be devastating for them. Bus Service Iam writing to you today to discuss the T2 Metrobus route. As a resident of Potomac, MD this route is extremely vital to our community as it provides many individuals, businesses and families access Bus Service Potomac and Bethesda, and a direct route for the residences of Bethesda/Potomac to the metro area. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County? seconomy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Thank you for your community. This is a vital route for the ray route is to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the county? Bus Service Iam writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Bus Service Iam writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus for the many riders who require this service to get to work, school, and other activities.		
and from work. It would be devastating for them. Bus Service I am writing to you today to discuss the T2 Metrobus route. As a resident of Potomac, MD this route is extremely vital to our community as it provides many individuals, businesses and families access Potomac and Bethesda, and a direct route for the residences of Bethesda/Potomac to the metro area. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Thank you for your time. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many riders who require this service to get to work, school, and other activities. This bus service is a crucial support for our area. Please consider all efforts to the County?s become the many riders who require this service to get to work, school, and other activities. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Virginia W Murphy Bus Service I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?		
I am writing to you today to discuss the T2 Metrobus route. As a resident of Potomac, MD this route is extremely vital to our community as it provides many individuals, businesses and families access Potomac and Bethesda, and a direct route for the residences of Bethesda/Potomac to the metro area. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Thank you for your time. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County? Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Virginia W Murphy I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County? Bus Service I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s	Please do not get rid of Metrobus T2 route. I have many friends and family that use this route to get to	
extremely vital to our community as it provides many individuals, businesses and families access Potomac and Bethesda, and a direct route for the residences of Bethesda/Potomac to the metro area. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for touct full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Thank you for your time. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Urignia W Murphy I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Virginia W Murphy Bus Service I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus Service Hank you for your time and consideration. Virginia W Murphy Bus Service I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus s the only reliable public transportation to this part of the County, which is critical for the county. This is a vital to utoday to express how vital the T2 Metrobus route is to our community. This is a vital to utoday to express how vital the T2 Metrobus route is to our community. This is a vital to utoday to express how vital the T2 Metrobus route is to our community. This is a vital to utoday to express how vital the T2 Metrobus route is to our community. This is a vital to utoday to express how vital the T2 Metrobus route is		Bus Service
Potomac and Bethesda, and a direct route for the residences of Bethesda/Potomac to the metro area. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Thank you for your time. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation. Unginia W Murphy I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County? Harring to you today to express how vital the T2 Metrobus route is to our community. This is a vital Potential support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Virginia W Murphy Bus Service I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital is the only reliable public transportation to this part of the County, which is critical for the County? Set the only reliable public transportation to this part of the County, which is critical for the County? Set the only reliable public transportation to this part of the County, which is critical for the County?	I am writing to you today to discuss the T2 Metrobus route. As a resident of Potomac, MD this route is	
The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation. Ting in a W Murphy Bus Service is a crucial support for urarea. Please consider all offorts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Ting in a W Murphy Bus Service is a crucial support for our area. Please consider all offorts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Virginia W Murphy Bus Service is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County? Seconds and the service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Virginia W Murphy Bus Service is a crucial support for our access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?		
the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Thank you for your time. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County? economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Virginia W Murphy I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County? Bus Service I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital is the only reliable public transportation to this part of the County, which is critical for the County?s		
protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Thank you for your time. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County? Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Virginia W Murphy I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County? Bus Service I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s		
activities. Thank you for your time and consideration. Thank you for your time. Bus Service I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s Bus Service economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Bus Service Metrobus for the many riders who require this service to get to work, school, and other activities. Bus Service Thank you for your time and consideration. Virginia W Murphy Bus Service I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital Service route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus Is vital is the only reliable public transportation to this part of the County, which is critical for the County?s It is a vital		
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County? Bus Service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Virginia W Murphy Bus Service I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?		
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Virginia W Murphy I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s		
is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Virginia W Murphy I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s		
economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Virginia W Murphy I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s		
Metrobus for the many riders who require this service to get to work, school, and other activities. Bus Service Thank you for your time and consideration. Virginia W Murphy Bus Service I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital stal route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s		
Thank you for your time and consideration. Virginia W Murphy Bus Service I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s Bus Service		
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s		
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s		
is the only reliable public transportation to this part of the County, which is critical for the County?s		
economy. In its bus service is a crucial support for our area. Please consider all efforts to protect full 12		
Matrohys for the many riders who require this convice to get to work, school, and other activities		
Metrobus for the many riders who require this service to get to work, school, and other activities. Thank work for your time and consideration Dr. Generge Vuture.		Rus Sanira
Thank you for your time and consideration. Dr. George Vuturo Bus Service	mank you for your time and consideration. Dr. George Vuturo	DUS SELVICE

Comment	Category
I am dismayed to hear that the T2 metrobus route might be discontinued. The T2 runs just 3 blocks	
from my house, and over the years I have often used it myself. The T2 is especially important because,	
over much of its route, it is the only form of public transportation that is available. As such, the T2 is	
critical to the employment opportunities and well being of numerous individuals, schools,	
organizations and small businesses (including both those located in DC and in Maryland). The	
elimination of the T2 route would be particularly unfortunate, as the resulting hardship would fall most	
heavily on persons of limited meansmany of whom use it to commute to and from the D.C who	
would thereby effectively lose access to a significant portion of our locale. Among other things, many of	
these persons would lose access to their current jobs, as well as other employment opportunities along	
the T2 Route. Accordingly, I think losing the T2 would be devastating loss to many of its regular riders,	
as well as to communities along the route. I strongly oppose closing the T2 route, therefore. Sincerely,	
Thomas Lauerman Bethesda, Md. 20816 Thomas	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
is the only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This bus service is a crucial support for our area. Especially the stop at Congressional Country	
Club. In addition to students who attend schools in the district but live in Maryland. My sons regularly	
took the Metro from Gonzaga College High School (Union Station stop) to Rockville station then took	
the t2 to our street. Other friends had their kids take the T2 to get home for St Johns College Hogh	
School in DC. Please consider all efforts to protect full T2 Metrobus for the many riders who require this	
service to get to work, school, and other activities. Thank you for your time and consideration.	Bus Service
I have used the T2 bus line since 1968. The line provides connections to both the Metro's Red Line	
stations in Rockville and Friendship Heights. It is the only public transportation serving the families,	
workers and businesses along River Road and Falls Road. Major sections of Falls and River Roads do not	
have sidewalks making walking or riding a bike dangerous on these roadways. The T-2 bus is the only	
option for workers who don't have cars to get to jobs. The loss of the line will seriously impact workers	
and their employers and will impact economic activity along the T-2 line. The T-2 line has supported	
this area for over 50 years. Hopefully, the line will continue for another 50 years.	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
is the only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2	
Metrobus for the many riders who require this service to get to work, school, and other activities.	
Thank you for your time and consideration. Kevin	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
is the only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2	
Metrobus for the many riders who require this service to get to work, school, and other activities.	
Thank you for your time and consideration. Sonja Grzybicki Bethesda Resident	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
is the only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This bus service is a crucial support for our area. My 15 year-old son uses this bus regularly to	
go to social and extracurricular activities. Please consider all efforts to protect full T2 Metrobus for the	
many riders who require this service to get to work, school, and other activities. Thank you for your	
time and consideration	Bus Service
	BD Service
To whom it may concern: I am writing to express how vital the T2 Metrobus route is to our community	
and to encourage you to maintain this route. This is a vital route for many individuals, businesses and	
families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to	
this part of the County, which is critical for the County?s economy and to many individuals, families	
and employees. This bus service is a crucial support for our area. Please consider all efforts to protect	
full T2 Metrobus for the many riders who require this service to get to work, school, and other	
activities. Thank you for your time and consideration. Best regards, Blake Doyle	Bus Service
am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
is the only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2	
Metrobus for the many riders who require this service to get to work, school, and other activities.	
Thank you for your time and consideration.	Bus Service
I strongly support Keeping the T2 Bus Route since many employees and other workers use the Bus	
Route to get to & from CCC. without this facility, their ability to get to work would be severely	
hampered. Operations of CCC would be affected.	Bus Service
Hi Team - Hope all is well. Reaching out to share just how important the T2 Metrobus route is to our	
community. This is a vital route for many individuals, businesses and families to access Potomac and	
Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is	
critical for the County?s economy. This bus service is a crucial support for our area. Please consider all	
efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school,	
and other activities. Thank you for your time and consideration.	Bus Service
Both I and my daughter are dependent on the T2 bus to get us to the red line so we can get to work. I	
have been taking the T2 since i moved to bethesda over 20 years ago and it is the ONLY public	
transportation available to where i live. Please do NOT eliminate the T2	Bus Service
The T2 on Potomac is used by many non drivers n the Potomac area; I.e. housekeepers n these huge	
homes; workers @ my Club on river road. Often times if they have missed their bus on will drive them	
to next stops to get home. Look we all pay huge tax \$\$\$ & I for one is pleading to you NOT to cancel	
this T2 service. I have a friend n gable manor that does not drive depends on this bus route for weekly	
& doctors appointments- PLEASE Don?t change this T2 it is a life thread for many. Mrs Jas. D (Mike)	
McKevitt (FMC)	Bus Service
I am writing to express how vital the T2 Metrobus route is to our community. This is a vital route for	
many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the	
only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2	
Metrobus for the many riders who require this service to get to work, school, and other activities.	
Thank you for your time and consideration. George Ballman	Bus Service
Regarding T2 elimination: I ask that you not remove this rout/stop. The T2 Metrobus route is to our	
community. This is a vital route for many individuals, businesses and families to access Potomac and	
Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is	
periodad. The relieved bus is the only reliable public transportation to this part of the County, which is	
critical for the County?s economy. This hus service is a crucial support for our area. Please consider all	
critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work school	
critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Local Resident	Bus Service

Comment	Category
Regarding the T 2 line. I am writing to you today to express how vital the T2 Metrobus route is to our	
community. This is a vital route for many individuals, businesses and families to access Potomac and	
Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all	
efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school,	
and other activities. Thank you for your time and consideration.	Bus Service
The T2 line has been in operation for at least 40 years. It is an essential transportation line for service	
providers in Rockville, Potomac and Bethesda. Please do not eliminate this line from next year's budget.	Operating Budget, Management and Spending
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
is the only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2	
Metrobus for the many riders who require this service to get to work, school, and other activities.	Due Carrier
Thank you for your time and consideration. Jennifer Hadlow 10508 Stable Lane Potomac MD Hello, I am writing to you today to express how crucial the T2 Metrobus route is to our community. This	Bus Service
is a vital route for many individuals, businesses, and families to access Potomac and Bethesda. The T2	
Metrobus is the only reliable public transportation to this part of the County, which is critical for the	
County?s economy. This bus service is a crucial support for our area. Please consider all efforts to	
protect full T2 Metrobus for the many riders who require this service to get to work, school, and other	
activities. Thank you for your time and consideration on this highly impactful issue.	Bus Service
Dear Sirs/Madams, lam writing to you today to express how vital the T2 Metrobus route is to our	
community. This is a vital route for many individuals, businesses and families to access Potomac and	
Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is	
critical for the County?s economy. This bus service is a crucial support for our area. Please consider all	
efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school,	Rus Sanira
and other activities. Thank you for your time and consideration. I am writing today to express how vital the T2/Metrobus route is to out=r community. This is a vital	Bus Service
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
is the only reliable public transportation to this part of the County, which is critical to the County?s	
economy. This bus service is a crucial support for our area. Please consider the efforts to protect full T2	
Metrobus for the many riders who require this service to get to work, school, and other activities.	
Thank you for your time and consideration. Regards, Darren Alcus	Bus Service
Good afternoon. As residents of Bethesda and users of the T2Metrobus, I am writing today to remind	
you of how vital that route is to our community. The roads that it travels are not usable by foot, and	
riding a bike on them is very scary and life-threateningtherefore we rely on the bus. It is also a needed	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
is the only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2	
Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration.	Bus Service
I am writing to express my deep concern regarding the proposed public transportation service cuts	Bus service
within the WMATA system. As a resident and regular user of WMATA services, I strongly oppose any	
reductions to our public transit network. Public transportation is an essential lifeline for countless	
individuals in our community, providing access to employment, education, healthcare, and essential	
services. Any cuts to bus routes, train frequencies, or other services would disproportionately impact	
low-income communities, seniors, individuals with disabilities, and essential workers who rely on public	
transit to meet their daily needs. Reduced service levels would not only inconvenience passengers but	
also exacerbate traffic congestion, environmental pollution, and economic inequality. It is imperative	
that WMATA continues to prioritize the accessibility, affordability, and reliability of public	
transportation for all residents across the Washington metropolitan area. As a responsible steward of	
public transportation, WMATA has a duty to uphold its commitment to serving the needs of the diverse population it serves. I implore you to prioritize the well-being and mobility of riders by preserving and	
enhancing our public transit services. Thank you for your attention to this urgent matter. I trust that	
WMATA will take into account the concerns of residents and passengers as it makes decisions regarding	
the future of our transit system.	Bus Service
I am writing to you today to implore you to maintain the T2 Metrobus service. This is a vital route for	
many individuals, businesses and families to access Potomac and Bethesda. People who cannot afford	
to buy a car and to pay car insurance, etc. and who cannot afford increasingly expensive Uber rides,	
depend on the T2 bus to get to work. People with disabilities who cannot drive depend in the T2 route	
too. The T2 Metrobus is the only reliable public transportation to/from this part of the County; the	
route is critical for our economy. Please consider all efforts to protect the full T2 Metrobus schedule for	Due Consiste
the many riders who need this service to get to and from work. Dear Sir or Madam: I am writing to you today to express how vital the T2 Metrobus route is to our	Bus Service
community. This is a vital route for many individuals, businesses and families to access Potomac and	
Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is	
critical for the County?s economy. This bus service is a crucial support for our area. Please consider all	
efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school,	
and other activities. Thank you for your time and consideration. Julia Ghafouri	Bus Service
Dear Sir or Madam: I am writing to you today to express how vital the T2 Metrobus route is to our	
community. This is a vital route for many individuals, businesses and families to access Potomac and	
Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is	
critical for the County?s economy. This bus service is a crucial support for our area. Please consider all	
efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Lanty Butchko 12080 Wetherfield Lane	
Potomac MD 20854 571-481-1769 cell	Bus Service
paste the letter below: I am writing to you today to express how vital the T2 Metrobus route is to our	
community. This is a vital route for many individuals, businesses and families to access top employers	
in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus is the only	
reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distinct and	
comprehensive benefits. My colleagues at Congressional Country Club risk losing access to these great	
jobs if WMATA cuts service. Please consider all efforts to protect full T2 Metrobus for the many riders	
who require this service to get to work. Thank you for your time and consideration. Mario morales	Bus Service
I live in Bethesda and work in DC. I am writing to you today to express my alarm at the possibility that	
Metro would cut the T2 Metrobus route. This is a vital route and is the only reliable public	
transportation to this part of the County. Please consider all efforts to protect full T2 Metrobus for the	
many riders who require this service to get to work, school, and other activities. Thank you for your	Rus Sanvica
time and consideration. Today I?ve been waiting for 401-402 and it keeps saying it?s coming in 5 min and never arrives I?ve	Bus Service
been here for 30 min already, and there?s not message saying it's coming in 5 min and never arrives rive	Service Levels
and the start of the second start of the start of the start of the start of the second start of the second start of the st	

Comment	Category
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2	
Metrobus for the many riders who require this service to get to work, school, and other activities.	
Thank you for your time and consideration. 2. If you are yourself a Metro rider, please take the survey	
found here so that WMATA knows just how much you rely on this public amenity. We cannot stress	
enough how valuable this resource is for the Club community, both Members and employees. If the	
route is eliminated, it would mean that WMATA and the State of Maryland have taken away a tool that	
we use to recruit and retain top talent to provide hospitality to you each and every day.	Service Levels
Dear WMATA, For many employees, school age children and aged adults, the T2 bus provides a vital	
link to work, school, the metro system at Friendship Heights, doctors? offices, Rockville, public libraries,	
Montgomery County and Maryland government offices and grocery shopping. Without the T2, which	
has been in service within my personal memory since at least 1962, many of these folks would have no	
way to attend or get to these necessary places. I have taken the T2 bus myself in several of those	
capacities ; my mother used the T2 bus into her 90s to get to the metro, grocery and doctors? appointments when she had given up driving for safety reasons and did not want to burden me with	
transporting her because I worked full time and had a family.; I personally know employees who will	
not be able to get to work with out the T2 I have taken the T2 bus to school, to work and to the metro	
myself at times in my life. I know that there are individuals who literally, have no other way. I urge you	
to seriously reconsider the hardship you will cause so many. The congestion on River Road grows every	
day. Eliminating the T2 will only increase that congestion.	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
is the only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2	
Metrobus for the many riders who require this service to get to work, school, and other activities.	
Thank you for your time and consideration. Regina Hall, Potomac, MD	Bus Service
I am writing to express my deep concern regarding the proposed public transportation service cuts within the WMATA system. As a resident who counts on the availability of WMATA services, I strongly	
oppose any reductions to our public transit network. Public transportation is an essential lifeline for	
countless individuals in our community, providing access to employment, education, healthcare, and	
essential services. Any cuts to bus routes, train frequencies, or other services would disproportionately	
impact low-income communities, seniors, individuals with disabilities, and essential workers who rely	
on public transit to meet their daily needs. Reduced service levels would not only inconvenience	
passengers but also exacerbate traffic congestion, environmental pollution, and economic inequality. It	
is imperative that WMATA continues to prioritize the accessibility, affordability, and reliability of public	
transportation for all residents across the Washington metropolitan area. As a responsible steward of	
public transportation, WMATA has a duty to uphold its commitment to serving the needs of the diverse	
population it serves. I implore you to prioritize the well-being and mobility of riders by preserving and	
enhancing our public transit services. Thank you for your attention to this urgent matter. I trust that	
WMATA will take into account the concerns of residents and passengers as it makes decisions regarding	
the future of our transit system. To whom it may concern: I am writing to you today to express how vital the T2 Metrobus route is to	Bus Service
our community. This is a vital route for many individuals, businesses and families to access Potomac	
and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County,	
which is critical for the County?s economy. This bus service is a crucial support for our area. Please	
consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to	
work, school, and other activities. Thank you for your time and consideration.	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
is the only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2	
Metrobus for the many riders who require this service to get to work, school, and other activities.	
Thank you for your time and consideration.Charles Wagner	Bus Service
Hello Metro Management, Our family has lived in Potomac near the T2 metro bus line for over 30 years. We've taken this bus and so have our friends and co-workers. It's a VERY VALUABLE Metro bus	
line. Furthermore, near us at the corner of Newbridge Drive and River Road there is a new Assisted	
Living Facility about to be constructed on the old site of the Plant Nursery Petals and Plants. There	
will be hundreds of workers at this new assisted living facility many of whom will undoubtedly want	
to take the T2 Bus Service up River Road toward Potomac Village or down River Rd to Friendship	
Heights where there is the Red Line Metro. Please do NOT leave them with NO PUBLIC	
TRANSPORTATION. These workers need 'affordable' transportation to get to their jobs. That is why I am	
writing to you today to express how vital the T2 Metrobus route is to our community. An important	
route for many individuals to access Potomac and Bethesda. The T2 Metrobus is the only reliable public	
transportation to this part of the County, which is critical for the County?s economy. This bus service is	
a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders	
who require this service to get to work, school, and other activities. Thank you for your time and	Rus Samira
consideration. Best regards, Barbara Bulla Brown	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access top employers in Montgomery County,	
the top-paying county in the State of Maryland. The T2 Metrobus is the only reliable public	
transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive	
benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA	
cuts service. Please consider all efforts to protect full T2 Metrobus for the many riders who require this	
service to get to work. Thank you for your time and consideratio	Bus Service
I am writing to you today in support of maintaining Metrobus T2 service. The T2 Metrobus route is vital	
to our community, allowing many individuals, businesses, and families to access Potomac and	
Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is	
critical for the County?s economy. This bus service is a crucial support for our area. Please consider all	
efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school,	
and other activities. Thank you for your time and consideration.	Bus Service
The T2 Metrobus route provides a critical service to my neighborhood. Many people rely on it to get to work so their livelihoods and their families would be barred by a reduction in service. This barre	
work, so their livelihoods and their families would be harmed by a reduction in service. This harm would be disproportionately felt by minorities and underserved members of our community.	Bus Service
Many people use the T2 bus route to get to work. Reduced service could make them unable to support	
themselves and put additional strain on other public support systems. The impact of reduced service	
will mostly be felt by underprivileged individuals and People of Color.	Bus Service

Comment	Category
I agree on the change of rates because public transport is necessary for all those who do not handle	
and travel long the wages are very low does not give for taxi or uber and the lack of public transport	
will affect us a lot in the economy many will lose their Jobs because they cannot be called I hope in God	
that this is temporary grasias I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital	Operating Budget, Management and Spending
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
is the only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2	
Metrobus for the many riders who require this service to get to work, school, and other activities.	
Thank you for your time and consideration. Mary Pat Alcus (9500 Newbridge Drive, Potomac, MD)	Bus Service
Keep the T2 route it is vital for Montgomery county citizens and businesses alike. Please remove the z6	
route as it causes problems in Olney but keep the t2	Bus Service
I am writing to say I do not support the T2 being cancelled	Bus Service
Stop the jumpers!!! I ride the Metro daily and see many riders jump over the low level terminal gates or	
walk thru the emergency gate and NO ONE says anything. Not one word! I also see the same on	
weekends. You are losing a lot of money and now we must pay to subsidize the jumpers with higher	
fares!!! Also, the new terminal gates at Pentagon City are worthless as the jumpers simply walk thru the	
emergency gate and no one says any thing. In fact, one weekend at Pentagon City, I observed a lady	
entered by walking thru the emergency gate and the Station Manager greeted her!!! Really! Hello to a	
fair evader! What a joke! Good day, it came to my attention that the T2 service along River Road to Rockville is to be cancelled.	Fares/Fees/Parking
My son, who has special needs, is dependent on this service. He has been trained to take this route and	
has been using it extensively lately. It is vital for his well being and to assert his independence. I urge	
	Bus Service
Dear Metro Board: I am writing to you today to express how vital the T2 Metrobus route is to our	
community. This is a vital route for many individuals, businesses and families to access Potomac and	
Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is	
critical for the County?s economy. This bus service is a crucial support for our area. Please consider all	
efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school,	
and other activities. Thank you for your time and consideration. Suzanne Canton	Bus Service
Bs don't do that I have to commute to d.c. and back to Bethesda	Bus Service
The workers need to get paid better , they are important to our community, they are important to our	
people , their is people out here in the bus stops waiting on the bus , we the people need free	
transportation.	Bus Service
Please do not discontinue the service on River Road. (T2). Many young people who do not have licenses	
or access to a car use this route to get around. cancelling it will just result in more traffic and ubers.	Due Convine
thank you! I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital	Bus Service
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
is the only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This bus service is a crucial support for our area. Personally, I have a caregiver who relies on	
this T2 bus service and is unfair to both my caregiver and I. Please consider all efforts to protect full T2	
Metrobus for the many riders who require this service to get to work, school, and other activities.	
	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital	
route for many individuals, businesses and families to access top employers in Montgomery County,	
the top-paying county in the State of Maryland. The T2 Metrobus is the only reliable public	
transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive	
benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA	
cuts service. Please consider all efforts to protect full T2 Metrobus for the many riders who require this	
service to get to work. Thank you for your time and consideration. Sulma	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community and my daily	
commute. I rely on this bus to get to Friendships Heights Metro stop, and rom there to home, because	
the 23 RideOn is so unreliable. This is a critical route for many individuals, businesses and families to access the River Road corridor to Bethesda and Potomac. The T2 Metrobus is the only reliable public	
transportation to this part of the County, which is critical for the County?s economy. This bus service is	
a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders	
who require this service to get to work, school, and other activities. Thank you for your time and	
consideration.	Bus Service
I traveled Metro Access 9 days ago. Your survey of the last 7 days was extremely narrow.	Miscellaneous
February 24, 2024 Javier E. Aguirre 2 Newlands Street Chevy Chase, MD 20815 Hello, I am writing to	
you today to express how vital the T2 Metrobus route is to our community. This is a vital route for	
many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the	
only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2	
Metrobus for the many riders who require this service to get to work, school, and other activities.	
Thank you for your time and consideration. Thank you, Javier Aguirre	Bus Service
Do not cancel the T2!!! It is the only way to connect and only bus in our area that helps connect us.	Bus Service
Metro is always crying broke. Then have the audacity to make threats about cutting service. They are	Dell Caralia
the biggest extortionist in the DMV.	Rail Service
This comment is to let you know that T 2 bus is soo important to make it to my work destination please keep it in place thanks	Bus Service
I like how this app is useful but your drivers are out of control one just drove past me and I?ve been	
waiting already for 30 minutes. Now I have to wait another hour until the next bus and I?m going to be	
late for work. Is this how yall take care of the community when I?m a government paying worker who	
actually still hit my card when others just walk on. I?m going to continue to use and have faith in this	
app but I just feel like the drivers on the k12 specifically are purposely driving past there passengers.	Bus Service
Please DO NOT eliminate the T2 bus - it is our only source of public transportation - many caregivers	
ride this bus route who are caring for elderly people in the neighborhood, I ride the bus to work with	
	Bus Service

Community of the second		
sid subtractions of the same block by first, and using regime blocks between sequences of plock and the same block by first sequences of plock and the same block by first sequences of plock and the same block by first sequences of plock and the same block by first sequences of plock and the same block by first sequences of plock and the same block by first sequences of plock and the same block by first sequences of plock and the same block by first sequences of plock and the same block by first sequences of plock and the same block by first sequences of plock and the same block by first sequences of plock and the same block by first sequences of plock and the same block by first sequences of plock and the same block by first sequences of plock and the same block by first sequences of plock and the same block by first sequences of plock and the same block by first sequences of plock and the same block by first sequences of plock and the same block by first sequences of plock by first sequences of		Category
mind. how can be a bar of you appeared be a bar of you appeared by the you appeared by	I am a disabled, homeless, senior citizen who does not live in a shelter nor in a household. I use the rail	
and produces and a device of a second	and button get to soup kitchen for food. I usually require Metro Access assistance several times a	
Web Is in you which is harded board of the set of the	month. I have no access to any transportation other than Metro. I almost always travel off peak times	
han have in face has not has to real an exceeding in a star bar of a second in a star bar of a s	except by Metro Access. I often have to walk over a mile to get a bus. I travel far LESS on Ride-On.	
has he to me dee event for mit on element of fluid edent is fait and evaluation of a set out of evaluation of evaluationo		
di di og af ni har de beside. Mein of Harbore i harbore i harbore i pesibe ef my pesi a data i de beside i harbore i de beside i har		
wate set of each of the set of th		
pic ne to exching incoming in query and prive		
Source many services and servic	waist and was pulling the pants off me. I speak for the elderly in your system: WE NEED METRO. You	
abar getter fund offen, beiden en beholden er keit higs in higs er keiter par terretur inser refe keiter i keiter keiter higs en keiter inser in higs er keiter par terretur inser refe keiter keiter higs en keiter inser keiter higs en keiter keiter keiter inser refe keiter keiter higs en keiter inser keiter keiter keiter inser refe keiter keiter higs en keiter inser keiter keiter keiter inser refe keiter keiter keiter keiter keiter keiter keiter inser refe keiter keiter keiter keiter keiter keiter keiter inser refe keiter kei	get me to free clothing, including coat and blankets. You get me to food. You get me to over the	
onderson the model can make aparty hear times. Two take protein aparty model many sequences and the se		
ten be ten w in term		
Inter of the Most is to actic to if any public bases and ing the first or paper is into . Suggestion . Sugges		
pagene where we well a be been a paragene scale be to the the difference between terms of the second		Fares/Fees/Parking
and particle the the index the base in lowy ider and o lowy of an and benefit and within the out of an and the intervention of		
in writing to pose today to eques how will be T Metelos out to sour community. This is will be to be to the inter which be horized is a construction of the source out to any out to the source out to any out the any out to any out the any out to any out		
need to many hields object is uparties at uses at the factors, which for life Contry. Networks to be many reduce particular, have require the server to get to set the many reduce particular, have require the server to get to set the many reduce particular, have require the server to get to set the many reduce particular, have require the server to get to set the many reduce particular, have require the server to get to set the many reduce particular, have require the server to get to set the many reduce particular, have require the server to get to set the entry reduce particular, have require the server to get to set the entry reduce particular, have require the server to get to set the entry reduce particular to get to the server to get to set the entry reduce particular to get to the server to get to set the entry reduce particular to get to set to get to set the entry reduce particular to get to set to get to set the entry reduce particular to set to set the entry reduce particular to get to set to get to set the set to set to reduce the many reduce have reduce particular to set to get to set the set to set to reduce to many reduce have reduce part to get to set the set to set to reduce to many reduce have reduce part to get to set the set to set to reduce to many reduce have reduce part to get to set the set to set to reduce to many reduce have reduce part to get to set the set to set to reduce to many reduce have reduce part to get to set the set to set to reduce to set to se		Bus Service
she edw prishe public transportance ubis put of the Control, which a cristal of rece Control, the star where equite a lifet to pote chief a star where equit		
account, in this service is a created support for our ener. Hease created al efferts to protect, full 2 who is used and is used where activities. They were think and consideration. In this is any weight and the protection of the services and consideration. In which they to a logical treates to were the logical weight to a logical treates and the services. They are the any weight and the protection of the services and the se		
Maturbal on the many nodes, patroling those of lasts means, where ago the many calculation of the set of the many folder and patroling many calculation of the set of the many folder and patroling many calculation of the set of the many folder and patroling many calculation of the set of the many folder and patroling many calculation of the set of the many folder and patroling many calculation of the set of the many folder and patroling many calculation of the set of the many folder and patroling many calculation of the set of the many folder and patroling many calculation of the set of the many folder and patroling many calculation of the set of the many folder and patroling many calculation of the set of the many folder and patroling many calculation of the set of the many folder and patroling many calculation of the set of the many folder and patroling many many calculation of the set of the many folder and patroling many many calculation of the set of the many folder and patroling many many calculation of the set of the many folder and patroling many many calculation of the set of the many folder and patroling many many calculation of the set of the many folder and patroling many many calculation of the set of the many folder and patroling many many calculation of the set of the many folder and patroling many many calculation of the set of the many folder and patroling many many calculation of the set of the many folder and patroling many many calculation of the set of the many folder and the set of		
end performant and other activation from the end operatory activation and the server and the server and the end operatory activation to the server activation activat		
Back B22 and 130 have not paused when days and have not given any concellation noted. Bac Insele Back B22 and 130 have not paused when days and have not given any concellation noted. Bac Insele Insele back B22 and 130 have not paused back back back back back back back back		
Lise write type vice here have which are TM American works in the TM American works in the our present many industry, humans and and multiple scales Produce and American With a scale Produce and Produce Produ		
none for many individuals, business and families to access Patomes and Bethreads. Pher 2 Monotos is to envire indive patients and to sing of the Courty, which is citical to the Courts which has a service is a citical support for our inte. Phere a marker all efferts to preset. Phere 2 Monotos Phere and consistention. Phere and the services and Bethreads. Phere 2 Monotos Phere and Courts and the Services and Bethreads. Phere 2 Monotos Phere and Courts and the Services and Bethreads. Phere 2 Monotos Phere and Courts and the Services and Bethreads. Phere 2 Monotos Phere and Courts and the Services and Bethreads. Phere 2 Monotos Phere and Courts and the Services and Bethreads. Phere 2 Monotos Phere and Phere and Phere and Phere and Phere and Phere and Phere 2 Monotos Phere and Phere 2 Monotos Phere and Phere		RR2 PELVICE
is the only mission with exist where is a curcial layor for or ana. Place outside all efforts to protect all effor		
aconom, The bis arries is a read banger for our area. Heare consider al efforts to preserve the serve to preserve the serve to preserve the serve to preserve the construction and the preserve. The out of the arries are construction and the preserve the serve of the arries are construction and the preserve. The out of the arries are construction and the preserve the served heare and the preserved th		
Nutrobies for the many inferse win require this service top to work, school, and other activutes Service This is a virgit or the many inferse win require this service a construct of first top vices (wirdit or many inferse win require this service is a construct of first top vices (wirdit or wirdit o		
Thank yor yout time ad consideration. Thank, Amounts Thompson Res Solve 12 Metricules is the only related to transportation to the part of the County, which a citical for the county, which a citical for the many dotted to transportation. The part of the County, which a citical for the many dotted to transport to part at the county which a citical for the many dotted to transport to part at the county which a citical for the many dotted to transport to part at the county which a citical for the many dotted to transport to part at the many dotted to transport to part at the county method to part of the many dotted to transport to part at the many dotted to transport to part to t		
This is a value for many individuals, business and families to access Potoma and Betheds. The Carety PC seconds of the best service is a variable access Potoma and Betheds. The this bas value for his-best service is a variable access Potoma and Betheds. The Access PC seconds and Potot Seconds and Potot Seconds and Potot Seconds and Potot Seconds dependent infastructure which greaters that was base who are unable to drive or cannot affected to our and drive access Potoma and Betheds The dependent infastructure which greaters that areas seconds and to drive or cannot affected to our and drive access Potoma and the out of the access dependent infastructure which greaters that areas seconds and the second access dependent infastructure which greaters and the same area unable to drive or cannot affected second 200 second 200 second 200 seconds and 200 seconds a		Rus Service
T2 Metrobis the only reliable policy transportation to his part of the Courtly, which is circula for the functional support for array. The two weights of the functional support for array. The two weights of the functional support for array. The support of the functional support for array area with the scene device functional support for array. The support of the policy temperature of the policy temperature of the support of the s		םטא ספו עונפ
County is consomy. This but service is a curved support for urane. How many people who depend mush bancar to effer invelobed Hease model all firsts to preser full X Merroka for and considering where the service to get to werk, school, and other activities. That's you fay your the and considering where and head in the services. That's you fay your full to even and down of the and expectivities is a structure would hange the banc or cannet all relations to main the or the and expectivities. Head is a structure would hange the banc or cannet all relations to main the service is a curved and service the services and the services. Head is a structure would hange the banc or cannet all relations to main the service is a curved field for an mary banc would hange the banc or cannet all relations to main the service is a relation of field for an mary banc would hange the banc or cannet all relations to main the service is a relation of field for an mary banc would hange the banc or cannet all relations to main the service is a relation of field for an mary banc would hange the banc banc banc marks the service is a relation of field for an mary banc would hange the banc banc banc would hange the banc banc banc banc banc banc banc banc		
an thi kon tends fur here lukelined. Piesse consider all efforts to protect full? Metrobus for the many deep with enguines that services here and the setvices methods and the setvices methods and the setvices methods and the setvices methods with the setvices methods and		
many networe equive this arrow to work, show and other activities, the may and the same and activities and activities and arrow there are used to draw to a same to draw or and there or use paid to the same and activities and arrow to a same to draw or and there or use paid to the same and activities and arrow to a same to draw or and the activities and arrow to a same to draw or and there or use paid to the same and activities and arrow to a same to draw or and there or use paid to the activities and arrow to a same to draw or and there or use paid to arrow to a same to draw or arrow to the arrow to a same to draw or arrow to the arrow to a same to draw or arrow to the arrow to a same to draw or arrow to the arrow to a same to draw or arrow to the arrow to arrow to draw or arrow to the arrow to arrow the arrow to arrow the arrow to arrow to arrow the arrow to arr		
Line and consideration. Bus Service Besovice Besovice Besovice infrastructure with of peratry hinders and hands to derive or use put a envice. Remout of the conset would hanger the ability of many keep to get to their pois in the area specially to the largest employer in my kee. While it is derived and and and the service is derived and and the area specially to the largest employer in my kee. While it is derived and and and and and and and and and an		
Metrobus crue 7: 2 hould be preserved. This route is a vial route serving my area which has car- dified to way and dive or use paid car services. Removal of the route would hamper the ability of many expecting to the route point in the asset seconds to the largest employer in my area. While it might not the most papaduas route it is still a vial a vial area to the community meds and its removal as a diabated electric point in reys. Methods House 10 house and maintain this essential service. I Make no car and ride services are not allocable for mel Metroducess. Metroducess and independent in this change may make more same if the solon leed or patients are changed and implemented. For now, ploses preserve the impactation for the solon leed or patients are changed and implemented. For now, ploses preserve the impactation to this sole of the cartient are changed and implemented. For now, ploses preserve the impactation for the Courty, when is critical for the Courty?s corrup. This bus greaters are changed and implemented. For now, ploses preserve the impactation transportation to this part of the Courty, when is critical for the Courty?s corrup. This bus greaters have not allocable for an area changed and implemented. For now, ploses preserve the impactation transportation to this part of the Courty, when is critical for the Courty?s corrup. This bus greaters have vial the 12 Metrobus socie is to ar community. This is a watal area writing to you today to segress how vial the 12 Metrobus socie is to ar community. This is a watal area writing to you today to segress how vial the 12 Metrobus socie is to ar community. This is a watal aroute full 2 Metrobus for the same writing to the courty when is the out rehable public comparise to go to work from area. Please consider al efforts to courty is to segress how vial the 12 Metrobus socie is to ar community. This is a watal aroute the transportation to this part of the Courty when its in courts area to the aroute the to aroute is to ar community. This is a watal aroute to		Due Contine
dependent infrastructure whin greatly hinder and harms those who are unable to ofly or or annot be ability of many people to get to their jobs in the are sepecially to the largest employer in my ares. While it would anythy herm most those who cannot allford or annih ability cass alteratives. A alabele definity from intery on Mex Cass: Please starest and mantam the session starest largent and the schedule starest starest in the schedule starest and mantam the session starest largent all the schedule starest starest in the schedule starest and mantam the session starest largent all the schedule starest starest in the schedule starest and mantam the session starest largent all the schedule starest starest starest starest starest largent and mantam the session starest largent all the schedule starest starest starest starest starest starest largent all the schedule starest stare		Bus Service
afford to own and drive or use pile car services. Removal of the node would hamper the ability of many people to get to brie jobs in the are sepcally to the lines te endpoier in ware. While it might not the most papuloar out it is still a valit avoite that the community meds and is removal. As a disable differly perion left of own? The loss service that the community meds and is removal. Bene for and rich work is and rich of own? The loss service the service is service and material this esservite is service is service and material to be service and material the service is service is service and material the service is s		
many people to get to heir jobs in the area sepacially to the larget employer in my area. While is inplic not the outs providence to it. Is it valuas work that the community needs and Sremoval and alabel deforts provide hype on their on deforts for any maintain this seams its work. I have not and rules veries are not alfordable for methods on their outs to get outching to their should be to be should be to should b		
might not the moist populois route it is all a vital avec that the community needs and its removes Ba service As a database detery person if why on Metro Access IP sees awe and maintain this sessentia areus. MetroAccess Na database outers of use of removes the important maint in this sessentia areus. MetroAccess Please donat eliminate the D3-34 bur routes 10 ur finally depends on these routes to get our charmonic of the shoulds. If maintee access to transportation for vital sources of the anaportation for vital sources of the should in the should be depended on the should in the should be depended on the shou		
would upply ham more those who amont affind or aren't able to easily access alternatives. Base do not eliminate access for mel Have no car and ride services are not affordable for mel Have no car and ride services are not affordable for mel Have no car and ride services are not affordable for mel Have no car and ride services are not affordable for mel Have no car and ride services are not affordable for mel Have no car and ride services are not affordable for mel Have no car and ride services are not affordable for mel Have no car and ride services are not affordable for mel Have no car and ride services are not affordable for mel Have no car and ride services are not affordable for mel Have no car and ride services are not affordable for mel Have no car and ride services are not affordable for mel Have no car and ride services are not affordable for mel Have no car and ride services are not affordable for mel Have no car and ride services are not affordable for mel Have no car and ride services are not affordable for mel Have no car and ride services are not affordable for mel Have no car and ride have no regulate the service base not affordable for the source and have not have not Have no trave not who require the service a pert to work, should, and other activites Have no trave not who require the service a pert to work, should, and other activites Have not have no car and ride so who require the service a pert to work, should, and other activites Have not have no trave not have no require and have not have not the source and Behedea. In ter Have not have not have not have not and services are and and dehedea. In ter Have not have not hav		
As a disable discipation of the Access Please awa and maintain this essential service. In MetroAccess Please discretizes are at discretizes to get our children to there should be write and the annual set out of the access the encoder of the access the		Bur Sonico
have no car and ride services are not affordable for mell Peake at on cell internative totals 40 melly depends on these routes to get our children to the shools. It makes no sense to eliminate access to transportation for kids some of a tetted accounter the shools here the shool feeder patterns are changed and implemented. For now, please preserve this important transportation service. Bee Service Beauter and individuals, businesses and families to access Potomac and Bethedad. The T2 Metrobus to the nor relative patter show will he T2 Metrobus sore to to work, school and other activities. Beauter and individuals, businesses and families to access Potomac and Bethedad. The T2 Metrobus to the nor relative patter show will he T2 Metrobus sore to to work, school and other activities. Beauter and individuals, businesses, families and students to access Potomac and Bethedad. The T2 and writing to you time and condectation. Sincerely, Ellen M, Rowan, 7613 Carter Court, Bethedad, The T2 and writing to you time and condectation. Sincerely, Ellen M, Rowan, 7613 Carter Court, Bethedad, The T2 and writing to you time and condectation. Sincerely, Ellen M, Rowan, 7613 Carter Court, Bethedad, The T2 and writing to you time and condectation. Sincerely, Ellen M, Rowan, 7613 Carter Court, Bethedad, The T2 and the tor many individuals, businesses, families and students to access Potomac and Bethedad, The T2 and the tor many individuals, businesses, to access and the schools and the transportation to part of the toraw and families to access to peralyses in Mongemery Courty, the top-paying courty in the State of Manyiand. The T2 Metrobus stude is to our community. This is a valie to service between subset of the transportation to parts of the toraw place family the State of Manyiand. The T2 Metrobus stude is to access to the entity relate plate is the service to parts of the toraw the top top top transportation to parts of the top top top top transportation to parts of the tother schools top entity relative top top top top top top		Bus Service
Please done eliminate the D31-34 bus routes 10 ur family depends on these routes to get run children to ther schools. It makes no sense to eliminate access to transportation for kilds sond to attend attods in thenetytown This change may make more sense if the school feeder patters are changed and implementate. To row, please prevent this important transportation service. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital more tor many ridines who require this service to get to work, school, and other activities. Thank you for your simport for our area, Please consider all efforts to protect full T2 Metrobus for the many rides who require this service to get to work, school, and other activities. Thank you for your call and conditionation to this part of the County, which is critical for the County's coonservice a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to ourk, school, and other activities. Thank you for your call and conditedivation. Narcelly, Elim Mesona, 7631 2Carl Count, which is critical for the County's coonservice actual support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your tim and conditedivation. Narcelly, Elim Mesona, 7031 2Carl Retomat, Multis the sortice to get to work. Thank you for your tim and conditedivation. Narcell Retowals, the sortice to get to work, there were there were there to protect and tall the to our community. This is a vital metrific ty too local to protect the full T2 Metrobus sorte to any community. This is a vital metrific ty too local to protect the data there any reliable public transportation to protect the data there any reliable public transportation to protect the data there any reliable public transportation. The protect the data there any reliable public transportation. The protect the dat		Matra Assass
bit		MetroAccess
schools for lenetyown This change may make more sense if the school feeder patterns are change and mignemented. For now, please prevents his moptant transportation sense. To the for may individuals, businesses and familes to access Potoma can delenda, The TA Method. Is the only reliable public transportation to this part of the County, which is critical for the County, which is write all for the potent field for the potent fi		
and mignemented. For now, plesse preseve this important transportation service. I an writing to voit to day to express how tails the T2 Methods so that is our community. This is a valita is to enary individuals, businesses and families to access Potoma and Bethedd. The T2 Methods is to enary individuals, businesses and families to access Potoma and Bethedd. The T2 Methods is to enary individuals, businesses and families to access Potoma and Bethedd. The T2 Methods for the many index who require this service to get to work, school and other activities and writing to you faile be public transportation to this part of the Courty, which is critical for the Courty, Bethedd. I and writing to you faile be public transportation to this part of the Courty, which is critical for the Courty is enary individuals, businesses, families and students to access Potoma and Bethedd. The T2 Methods is the many individuals, businesses and families to access to pemployers in Montgomery Courty, the too-paying courty in the State of Maynland. The T2 Methodus for the many index who require leaded public transportation to this part of the Courty, businesses and mainting beyou tails be t2 Methodus for the many index protect full T2 Methodus for the many index part to part of Potoma and Bethedd, The T2 Methodus for the many index part to part to box is the Part Methodus for the many index part to part of Potoma and Bethedd, the Part Methodus Potomery Courty, the too-paying courty in the State of Maynland. The T2 Methodus for the many index part to part to part of Potoma and Bethedd, where many jobs offer distint and comprehenvice beenfits. Wy colleague at Congressional Courty Club risk losing access to the great pibs if WMAT cut service. A Please consider all efforts to protect full T2 Methodus for the many index who require the service bare and sethedd, where many jobs offer distint and comprehenvice beenfits. Wy colleague at Congressional Courty Club risk losing access to the great pibs if WMAT cut service. A Please consider all efforts		
I am writing to you today to pagess how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses Proteins and Betheda, The T2 Metrobus sorties and subset of the County, which is critical for the County?s economy. This bus service a great to service Prases consider all efforts to protect full T2. Metrobus for the many riders who require this service to get to work, school, and other activities. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County. This is a vital route for many rinder who require this service to get to work, school, and other activities. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County. This is a vital route for many rinder shore require this service to get to work, school, and other activities. The T2 Metrobus is the only reliable public transportation to greaters that the T2 Metrobus route is to get to work, school, and other activities. The T2 Metrobus route is to get to work, school, and other activities. The T2 Metrobus route is to get to work, school, and other activities. The T2 Metrobus route is to get to work, school, and other activities. The T2 Metrobus route is to get community. This is a vital route for many rindershow require this service to get to work. Thank you for your time and consideration. Mentogenery County, the top paying county in the State of Maryland. The T2 Metrobus route is to acr community. This is a vital metrof vital metrof route many rinders to prove the many riders who require the many riders who require the Maryland. The T2 Metrobus route is to acr community. This is a vital metrof vital metrof route many riders who require the Maryland. The T2 Metrobus route is to acr community. This is a vital metrof vital metrof route many riders who require the many riders who require the many riders who require the many riders whore require the many riders whore require the many riders whore		Bus Service
incute for many individues, businesses and families to access Potomac and Bethesds. The T2 Metrobus is the only realible public transportation to this part of the county, which is portect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities is a vital an writing to you today to acpress how vital the T2 Metrobus route is to access Potomac and Bethesds. The T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Sinceres, Potomac and Bethesds. The T2 Metrobus is the many riders who require this service to get to work, school, and ther activities. Thank you for your time and consideration. Nancy Clark Potomac, MO and Windo Work you for your time and consideration. Nancy Clark Potomac, MO and writing to you today to acpress how vital the T2 Metrobus store to to work, school, and ther activities. Thank you for your time and consideration. Nancy Clark Potomac, MO and the top-paying county in the State of Manyland. The T2 Metrobus for the many riders who require the top-paying county in the State of Manyland. The T2 Metrobus for the many riders who require the service aget and settlessda, where many jobs offer distinct and comprehensive benefits. My colleagues at Congressional County Clu firsk losing access to these great jobs if WMAT cuts service. Age Please consider all efforts to protect thal T2 Metrobus to the to accommunity. This is a vital an writing to you today to acpress and families to access to pemployers in Montgomery County, the top-paying county in the State of Manyland. The T2 Metrobus to the any riders who require this service to get to work. Thank you for your time and consideration. Thank you for the payes and families to access to pemployers in Montgomery County, the start of top-toma can distered so, where many jobs offer distinct and comprehensive benefits. My colleagues at Congressional County Clu firsk losing access to these great jobs if WMATA cuts serv		
is the any reliable public transportation to this part of the Country, which is critical for the Country. Second with the service is a critical support for ur are. Please conder all efforts to protect full 12 Metrobus for the many release funding and lefforts to protect full 12 Metrobus for the many role service is a critical support for ur are. Please conder all efforts to role of many role full values. Summers, full service is to air community. This is a vial fund funding to you today to express how vial the 12 Metrobus route is to air community. This is a vial fund funding to you today to express how vial the 12 Metrobus route is to air community. This is a vial fund funding to you today to express how vial the 12 Metrobus route is to air community. This is a vial fund funding to you today to express how vial the 12 Metrobus route is to air community. This is a vial fund funding to you today to express how vial the 12 Metrobus route is to air community. This is a vial fund funding to you today to express how vial the 12 Metrobus route is to air community. This is a vial fund funding to you today to express how vial the 12 Metrobus route is to air community. This is a vial fund funding to you today to express how vial the 12 Metrobus route is to air community. This is a vial fund funding to you today to express how vial the 12 Metrobus for the many rides who require the service. All preases consider all efforts to presents the only reliable public transportation to parts of Potoma and familes at access to penployers in Montgomery County, the top-public county in the State of Mayland. The 12 Metrobus for the many rides who require this service to gate to work. The 12 Metrobus for the many rides who require this service to gate conder all efforts to presents the inty reliable public transportation to parts of Potoma and familes to access to penployers in Montgomery County, the top-public county in the State of Mayland. The 12 Metrobus for the many rides who require this service to gate conder all efforts to pre		
economy. This bus service is a rucial support for our area. Please consider all efforts to protect full 72 Metrobus for the many idensive more upic the six evice. Ours, Bethesda, and experiation is a vital route for many individuals, businesses, families and students to access. Potomac and Bethesda. The T2 Metrobus for the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a rucial support for our area. Please consider all efforts to protect. full 72 Metrobus for the many rides who require this service to get to work, school, and other advites. Transi you for your time and consideration. Nancy Clari Rybonne, MO and to run any individuals, businesses and families to access to penpicy rounty, the top-paying county in the State of Manyiand. The T2 Metrobus since its our community. This is a vital route for many individuals, businesses and families to access to penpicy rounty, the top-paying county in the State of Manyiand. The T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access to penpicy reis in Monggemery County, the service to get to work. Thank you for your time and consideration. The many iddes with reamy id		
Metrobus for the many riders who require this service to get to work, school, and other activities. Bus Service Inm writing to you today to express how with the T2 Metrobus route is to our community. This is a wital Service Control F express how with the T2 Metrobus route is to our community. This is a wital Service Control F express how with the T2 Metrobus route is to our community. This is a wital Service Control F express how with the T2 Metrobus route is no ur community. This is a wital Service Control F express how wital the T2 Metrobus route is no ur community. This is a wital Service Control F express how wital the T2 Metrobus route is no ur community. This is a wital Service activities. Thank you for your time and consideration. Nancy Clark Rotomac, MO Service mouted for to appress how wital the T2 Metrobus route is to our community. This is a wital Service route for many individuals, businesses and families to access to penployers in Mongmery County. Service the spress how wital the T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. Service am writing to you today to express how wital the T2 Metrobus for the many riders who require the spress to point with State of the spress how wital the T2 Metrobus for the many riders who require the T2 Metrobus for the many riders who require the spresci tops if With State and the spress how wital the T2 M		
Thank you for your time and consideration. Sincerely, Ellen M. Rowan, 7613 Carter Court, Bethesda, Bus Service I am writing to you today to segress how wital the 71 Metrobus route is to our community. This is a vital Service Route to you today to segress how wital the 72 Metrobus route is to our community. This is a vital Service Route to you today to segress how wital the 72 Metrobus route is to our community. This is a vital Service Route for many individuals, businesses and families to access to pengloeyrs in Montgomery Courty, Service Route for many individuals, businesses and families to access to pengloeyrs in Montgomery Courty, Service Route for many individuals, businesses and families to access to pengloeyrs in Montgomery Courty, Service Route service for to porter filter to porter that rear many toos off route many dress who require this service to rear of routes and Bethesda, where many toos off route many networe rearty is a vital morter for many individuals, businesses and families to access to pengloeyrs in Montgomery Courty, Service Route for many individuals, businesses and families to access to pengloeyrs in Montgomery Courty, Service Route for many individuals, businesses and families to access to the eagre to Bio Wort for courty in the State of Many and. The T2 Metrobus for the many riders who require Service Route for to porter the vital trace to today to express how vital the 72 Metrobus is the onaly reliable public Service		
i am writing to you today to express how vial the T2 Metrobus rotue is to our community. This is a vial month of the county, which is critical for the county, which is critical for the county in the state of Maryland. The T2 Metrobus for the many riders who require this service to get to work, should and other apolarized to use the 20 to rotation to the part of the county. Write to apparing county in the state of Maryland. The T2 Metrobus is to our community. This is a vital month of the county in the state of Maryland. The T2 Metrobus for the many riders who require this service to the service bar of the town		Bus Service
route for many individuals, businesses, families and students to access Potomac and Betheda. The T2 Methodus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and OU Lam writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access to pemployers in Mongmery County, the top-paying county in the State of Maryland. The T2 Metrobus is the only reliable public transportation to parts of Potomac and Betheads, where many jobs of the many riders who require this service to get to work. Thank you for your time and consideration. The State is a consister of the T112 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. The service to get to work. Thank you for your time and consideration. The service to get to work. Thank you for your time and consideration. The service to get to work. Thank you for your time and consideration. The service to get to work. Thank you for your time and consideration. The service to get to work. Thank you for your time and consideration. The service to get to work. Thank you for your time and consideration. The service to get to work. Thank you for your time and consideration. Thank your for hour your time and consideration. Thank your for hours and betheads, where many jobs of for distint and do comprehensive to service to get to work. Thank you for your time and consideration. Thank your for portide writter comments. Than livel in Glover Park and Buttleff for the service to get to work. Thank you for your time and consideration. Thank your for head y packed 33 and 36 routes would force a number of residents of similarly reducing service on the already packed 33 and 36 routes would force a number		
Metrobus is the only reliable public transportation to this part of the County, which is critical for the arrey reliable public transportation to this part of the County, which is critical for the arrey reliable for the arrey reliable public transport for unar area. Plasse consider all efforts to portext full T2 Metrobus for the many rides whore equire this service to get to work, school, and other the top-paring county in the state of Maryland. The T2 Metrobus is to the only reliable public Bus Service I many tring to you tday to express how vital the T2 Metrobus sort the only reliable public Bus Service Bus Service I many tring to you tday to express how vital the T2 Metrobus sort the many rides who require Bus Service Bus Service I many tring to you tday to express how vital the T2 Metrobus sort the many rides who require Bus Service Bus Service I many tring to you tday to express how vital the T2 Metrobus sort the many rides who require Bus Service Bus Service I many tring to you tday to express how vital the T2 Metrobus sort the many rides who require Bus Service Bus Service I many tring to you tday to express and families to access to pemployers in Montgomery County, Bus State Service Bus Service Bus Service I many tring to you to you trine and consideration. Bus Service Bus Service Bus Service I many tring to you try to provide written comments. Thak puo for your trine and consideration. Bus Service <td< td=""><td></td><td></td></td<>		
County? seconomy. This but service is a crucial support for our area. Please consider all efforts to protect full Z Metrobus for the many iders who require bits service to get to work, shool, and other activities. Thank you for your time and consideration. Nancy Clark Potomac, MD Bus Service Lam writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access to penployers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus for the samy reliable public transportation to parts of Potoma and Bethesda, where many jobs offer distint can comprehense benefits. Wy colleagues at Congressional Country Club risk losing access to these great jobs if WMATA cost service. A Please consider all efforts to protect III T2 Metrobus for the samy rifers who require this service to get to work. Thank you for your time and consideration. Bus Service am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access to penployers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus is the only reliable public transportation to parts of Potoma can Bethesda, where many jobs offer distint can comprehense benefits. Wy colleagues at Congressional Country Club risk losing access to these great jobs if WMATA cost service. Please consider all offors to protect the 1UI T2 Metrobus for the samy rifers who require this service to get to work. Thank you for your time and consideration. Bus Service am writing to you today to express how valid the T2 Metrobus route is do not expressive be metrolice to youry the many differs to protect write the 1UI T2 Metrobus for the samy rifers who require this service to ge		
protect full T2 Metrobus for the many riders who require this service to get to work, school, and meta activities. Thank you for your time and consideration. Nancy Clark Potomac, MD Bus Service Transy rindividuals, businesses and families to access to pemployers in Montgomery County, the State of Maryland. The T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access to pemployers in Montgomery County, the State of Maryland. The T2 Metrobus route is to end yre diable public transportation to parts of Potoma cand Bethesda, where many jobs offer distinct and comprehensive benefits. Wy colleagues at Congressional County (bur is kis sing access to the segres right by is filted in the T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. This is a vital to you today to express how vital the T2 Metrobus for the many riders who require the service to get to work. Thank you for your time and consideration. This is a vital to possible of Maryland. The T2 Metrobus for the many riders who require the service to get to work. Thank you for your time and consideration. This is a vital to the operaving to you today to express how vital the T2 Metrobus for the many riders who require the service to get to work. Thank you for your time and consideration. This you for the paperaving to you today to expressional County (bur is kis bing access to the egreer jobs if WMATA cuts service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. Thank you for the opportunity the total state and the appointments. Cutting the D2 and singless that the greer bios if WMATA cuts service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. Thank you for the apportunity the total and all adover Park and Burlet		
i am writing to you today to express how vital the 12 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryiand. The T2 Metrobus is the only reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive benefits. Wy colleagues at Congressional Country Oubr isk losing access to these great jobs if WMATA cuts service. Å¿ Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. Bus Service am writing to you today to express how vital the T2 Metrobus to to the segret jobs if WMATA cuts service. Aig Please consider all efforts to protect the full T2 Metrobus of the many riders who require this service base and families to access to pemployers in Montgomery County, the top-paying county in the State of Maryidan. The T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. Bus Service Service Jess consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. Bus Service Service Jess consider all efforts to protect the full T2 Metrobus for the many riders who require the vise of the appointments. Litting the D2 and garnery's whose mission is to reduce car traffic thinks it is tenable to cut the D1 route and then cut the D2 route several weeks later. Metro-Marka and use the D2 to commute to work in the appointments. Cutting the D2 and garnery's whose mission is to reduce car traffic thinks it is tenable to cut the D1 route and then cut the D2 route several weeks later. Metro-Marka and garnery's whose mission is to reduce car traffic thinks it is the applie diffic of metro. Until this partice the vise of the many riders who require to us of the real metro week fill be public. Trans		
i am writing to you today to express how wild the 12 Metrobus route is to our community. This is a vital to top parting county in the State of Maryland. The 12 Metrobus is the only reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive benefits. Wy colleagues at Congressional Country Club risk losing access to these great jobs if WMATA cuts service. Å¿ Please consider all efforts to protect full 12 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. Bus Service and the top-paring county in the State of Maryland. The T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access top employers in Montgomery County, the top-paring county in the State of Maryland. The T2 Metrobus so the many riders who require this service to get to work. Thank you for your time and consideration. Bus Service and the searce consider all efforts to protect the full T2 Metrobus for the many riders who require the service base at Congressional Country Club risk losing access to these great jobs if WMATA cuts service. Pages consider all efforts to protect the full T2 Metrobus for the many riders who require the service base to community to provide written comments. I have lived in Glover Park and Burleth for alimost 4 years and use the D2 to commute to work in full a papaling that WMATA, and agency?s whose mission is to reduce car traffic thinks it is tenable to cut the D1 route and then cut the D2 route several weeks later. Metro-buses to the never-ending funding deficit of metro. Until this service be maintained; however, I believe paying metro train drivers and metro bus drivers over \$100,000 a year is ridiculous and contributes to the never-ending funding deficit or metro. Until this service the mainting the prove for the many riders who require this service to access formed all shares to commute to mork in the black and will always be in the red. Bus Service S	activities. Thank you for your time and consideration. Nancy Clark Potomac, MD	Bus Service
the top-paying county in the State of Maryland. The T2 Metrobus is the only reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA cuts service. Az Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. am writing to you today to express how vital the T2 Metrobus is the only reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive benefits. My colleagues at Congressional Country Club risk losing access to the great jobs if WMATA cuts service. Pase consider all efforts to protect the full T2 Metrobus so to the many riders who require this service to get to work. Thank you for your time and consideration. Thank you for your time comments. In Ave live full for the many riders who require this service to get to work. Thank you for your time and consideration. Bus Service almost 4 years and use the D2 to commute to work and other appointments. Cutting the D2 and similarly reducing service on the already-packed 33 and 36 routes would force a number of residents to drive or use ridershares to commute to work and other appointments. Cutting the D2 and similarly reducing service on the already-packed 33 and 36 routes would force a number of residents to service be maintained; however, I believe paying metro train drivers and metro bus drivers over S100,000 a year is ridiculous and contributes to the never-melly funding defined for metro. Until this service be maintained; however, I believe paying metro train drivers and metro bus drivers over S100,000 a year is ridiculous and contributes to the never-melly funding defined for drivers. Out the T2 Metrobus for the never the full T2 Metrobus route is to our community. This is a vaile turbe for many indidus bus businesses and families to access Potomac and	I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital	
transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA cuts service. A Please consider all efforts to protect full T2 Metrobus or the many riders who require this service to get to work. Thank you for your time and consideration. and writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access to pemployers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus route is to end comprehensive benefits. My colleagues at Congressional Country Club risk losing access to the egreat jobs if WMATA cuts service. Please consider all efforts to protect the I1 T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. Thank you for the opportunity to provide written comments. I have lived in Glover Park and Burleith for almost 4 years and use the D2 to commute to work and other appointments. Cutting the D2 and similarly reducing service on the already-packed 33 and 36 routes would force a number of residents to drive or use rideshares to commute to work. I find it appalling that WMATA, an agency?s whose mission is to reduce art raffic thinks it is tabele to cut the D1 route and then cut the D2 route several S10,000 a year is ridiculous and contributes to the never-ending funding deficit of metro. Until this service be maintained; however, l believe paying metro train drivers and metro bus drivers over S10,000 a year is ridiculous and contributes to the never-ending thinding deficit of metro. Until this problem is resolved, metro withing to you today to express how with the T2 Metrobus route is service to whom it may concern, I am writing to you today to express how with the T2 Metrobus route is service be availed to the prove ending funding deficit of metro. Until this problem is resolved, metr	route for many individuals, businesses and families to access top employers in Montgomery County,	
benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA cuts service. Az Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work. Thank you for you time and consideration. am writing to you today to express how wital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access to pemployers in Montgomery Country, the top-paying country in the state of Maryland. The T2 Metrobus is the only reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA cuts service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. Bus Service almost 4 years and use the D2 to commute to work and other appointments. Cutting the D2 and similarly reducing service on the already-packed 33 and 36 routes would force a number of residents to drive or use ris ridiculous and contributes to the net pay ing would force a number of residents to service be maintained; however, I belive paying metro train drivers and metro bus drivers over S10,0000 a ver is ridiculous and contributes to the net perioding dirit of metro. Until this problem is resolved, metro will never be in the black and will always be in the red. To whom it may concern, I am writing to you today to express how wital the T2 Metrobus route is to our community. This is a vital route for many riders who require this service to get to which is critical for the Country. Seconomy. This bus service to the never-ending funding difielits of metro. To whom it may concern, I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many riders who require this service to get to		
cuts service. Å Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. Bus Service am writing to you today to express how villat the T2 Metrobus route is to our community. This is a villat route for many individuals, businesses and families to access to pemployers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus is the only reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA cuts service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. Bus Service Thank you for your time and and selbesda, where many jobs offer to any riders who require this service to get to work. Thank you for your time and consideration. Bus Service Thank you for the opportunity to provide written comments. Is have lived in Glover Park and Burleth almost 4 years and use the D2 to commute to work and other appointments. Cutting the D2 and similarly reducing service on the already-packed 33 and 36 routes would force a number of residents to drive or use rideshares to commute to work. I find it appalling that tWMATA, an agency?s whose mission is to reduce car traffic thinks it is tenable to cut the D1 route and then cut the D2 route several sto. Service Bus Service Metro-Unfortunately, the metro system is old and needs constant, expensive upkeep. I suggest that this service be maintained; however, I believe paying metro train drivers and metro bus drivers over \$300,000 a year is ridiculous and contribukes to the neer-ending funding defict of metro. Until	transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive	
this service to get to work. Thank you for your time and consideration. Bus Service arm writing to you today to express how vital the T2 Metrobus rout is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda, where many jobs offer distinct and comprehensive benefits. My colleagues at Congressional Country Club risk losing access to the segreat jobs if WMATA cuts service. Please consider all efforts to protect the full T2 Metrobus for the many riders whor equire whor equire this service to get to work. Thank you for your time and consideration. Thank you for your time and other appointments. Cutting the D2 and similarly reducing service on the already-packed 33 and 36 routes would force a number of residents to drive or use rideshares to commute to work. I find it appalling that WMATA, an agency?s whose mission is to reduce car traffic thinks it is tenable to cut the D1 route and ther cut the D2 route several weeks later. Metro-Unfortunately, the metro system is old and needs constant, expensive upkeep. I suggest that this problem is resolved, metro will never be in the black and will always be in the red. Bus Service to work way concern, I am writing to you today to express how wild the T2 Metrobus route is to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the Country, which is critical for the County? seconomy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to consider all efforts to protect full T2 Metrobus for the many riders who require the service to get to consider all efforts to protect full T2 Metrobus for the rany riders who require the service to get to consider all efforts to protect full T2 Metrobus for the many riders who require this service		
am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus is the only reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive benefits. My colleagues at Congressional Country (Lib risk losing access to these great jobs if WMATA cuts service. Please consider all efforts to protect the full T2 Metrobus is the other appointments. Uting the D2 and similarly reducing service on the already-packed 33 and 36 routes would force a number of residents to drive or use rideshares to commute to work. I find it appalling that WMATA, an agency?s whose mission is to reduce car traffic thinks it is tenable to cut the D1 route and then cut the D2 routes ever Metro-Unfortunately, the metro system is old and needs constant, expensive upkeep. I suggest that this problem is resolved, metro will never be in the black and will always be in the red. To whom it may concern, I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County? Seconomy. This bus services is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the rau angress the service be get to service bar and writing to you today to express how vital the service to get to sorider all efforts to protect full T2 Metrobus for the many riders who require this service to get to sorider all efforts to protect full T2 Metrobus for the many riders who require this service to get to sorider all efforts to protect full T2 Metrobus for the many riders who require this service to get to sorider all efforts to protect full T2 Metrobus for the ma		
route for many individuals, businesses and families to access top employers in Mongomery County, the top-paying county in the State of Maryland. The T2 Metrobus is the only reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA cuts service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. Thank you for the opportunity to provide written comments. I have lived in Glover Park and Burlieith for almost 4 years and use the D2 to commute to work and other appointments. Cutting the D2 and similarly reducing service on the already-packed 33 and 36 routes would force a number of residents to drive or use rideshares to commute to work. I find it appalling that WMATA, an agency?s whose mission is to reduce car traffic thinks it is tenable to cut the D1 route and then cut the D2 route several weeks later. Metro-Unfortunately, the metro system is old and needs constant, expensive upkeep. I suggest that this service be maintained; however, I believe paying metro train drivers and metro bus drivers over \$100,000 a year is ridiculous and contributes to the never-ending funding deficit of metro. Until this problem is resolved, metro will never be in the black and will always be in the red. To whom it may concern, I am writing to you today to express how will alt T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus for the many riders who require this service to get to consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to consider all efforts to protect full T2 Metrobus for the many riders who require this		Bus Service
the top-paying county in the State of Maryland. The T2 Metrobus is the only reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA cuts service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. Thank you for the opportunity to provide written comments. I have lived in Glover Park and Burleith for almost 4 years and use the D2 to commute to work and other appointments. Cutting the D2 and similarly reducing service on the already-packed 33 and 36 routes would force a number of residents to drive or use rideshares to commute to work. I find it appalling that WMATA, an agency?s whose mission is to reduce car traffic thinks it is tenable to cut the D1 route and then cut the D2 route several weeks later. Metro-Unfortunately, the metro system is old and needs constant, expensive upkeep. I suggest that this service be maintained; however, I believe paying metro train drivers and metro bus drivers over \$100,000 a year is ridiculous and contributes to the never-ending funding deficit of metro. Until this problem is resolved, metro will never be in the black and will always be in the red. To whom it may concern, I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the county? which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to		
transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if VMATA cuts service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. Thank you for the opportunity to provide written comments. I have lived in Glover Park and Burleith for almost 4 years and use the D2 to commute to work and other appointments. Cutting the D2 and similarly reducing service on the already-packed 33 and 36 routes would force a number of resident to drive or use rideshares to commute to work. I find it appalling that WMATA, an agency?s whose mission is to reduce car traffic thinks it is tenable to cut the D1 route and then cut the D2 route several weeks later. Metro-Unfortunately, the metro system is old and needs constant, expensive upkeep. I suggest that this service be maintained; however, I believe paying metro train drivers and metro bus drivers over \$100,000 a year is ridiculous and contributes to the never-ending funding deficit of metro. Until this problem is resolved, metro will never be in the black and will always be in the red. To whom it may concern, I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is acrual support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to		
benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA cuts service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. Thank you for the opportunity to provide written comments. I have lived in Glover Park and Burleith for almost 4 years and use the D2 to commute to work and other appointments. Cutting the D2 and similarly reducing service on the already-packed 33 and 36 routes would force a number of residents to drive or use rideshares to commute to work. I find it appalling that WMATA, an agency?s whose mission is to reduce car traffic thinks it is tenable to cut the D1 route and then cut the D2 route several weeks later. Metro-Unfortunately, the metro system is old and needs constant, expensive upkeep. I suggest that this problem is resolved, metro will never be the black and will always be in the red. To whom it may concern, I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County? which is critical for the County?s economy. This bus service is acrucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to		
cuts service. Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. Bus Service Thank you for the opportunity to provide written comments. I have lived in Glover Park and Burleith for almost 4 years and use the D2 to commute to work and other appointments. Cutting the D2 and similarly reducing service on the already-packed 33 and 36 routes would force a number of residents to drive or use rideshares to commute to work. I find it appalling that WMATA, an agency?s whose mission is to reduce car traffic thinks it is tenable to cut the D1 route and then cut the D2 route several weeks later. Bus Service Metro-Unfortunately, the metro system is old and needs constant, expensive upkeep. I suggest that this service be maintained; however, I believe paying metro train drivers and metro bus drivers over \$100,000 a year is ridiculous and contributes to the never-ending funding deficit of metro. To whom it may concern, I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County? service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to get to service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to get to service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to get to service is a crucial support for our area. Please 		
this service to get to work. Thank you for your time and consideration. Bus Service Bus Se		
Thank you for the opportunity to provide written comments. I have lived in Glover Park and Burleith for almost 4 years and use the D2 to commute to work and other appointments. Cutting the D2 and similarly reducing service on the already-packed 33 and 36 routes would force a number of residents to drive or use rideshares to commute to work. I find it appalling that WMATA, an agency?s whose mission is to reduce car traffic thinks it is tenable to cut the D1 route and then cut the D2 route several weeks later. Metro-Unfortunately, the metro system is old and needs constant, expensive upkeep. I suggest that this service be maintained; however, I believe paying metro train drivers and metro bus drivers over \$100,000 a year is ridiculous and contributes to the never-ending funding deficit of metro. Until this problem is resolved, metro will never be in the black and will always be in the red. To whom it may concern, I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County? which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to		
almost 4 years and use the D2 to commute to work and other appointments. Cutting the D2 and similarly reducing service on the already-packed 33 and 36 routes would force a number of residents to drive or use rideshares to commute to work. I find it appalling that WMATA, an agency?s whose mission is to reduce car traffic thinks it is tenable to cut the D1 route and then cut the D2 route several weeks later. Metro-Unfortunately, the metro system is old and needs constant, expensive upkeep. I suggest that this service be maintained; however, I believe paying metro train drivers and metro bus drivers over \$100,000 a year is ridiculous and contributes to the never-ending funding deficit of metro. Until this problem is resolved, metro will never be in the black and will always be in the red. To whom it may concern, I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to		Bus Service
similarly reducing service on the already-packed 33 and 36 routes would force a number of residents to drive or use rideshares to commute to work. I find it appalling that WMATA, an agency?s whose mission is to reduce car traffic thinks it is tenable to cut the D1 route and then cut the D2 route several weeks later. Bus Service Metro-Unfortunately, the metro system is old and needs constant, expensive upkeep. I suggest that this service be maintained; however, I believe paying metro train drivers and metro bus drivers over \$100,000 a year is ridiculous and contributes to the never-ending funding deficit of metro. Until this problem is resolved, metro will nevre be in the black and will always be in the red. To whom it may concern, I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to		
drive or use rideshares to commute to work. I find it appalling that WMATA, an agency?s whose mission is to reduce car traffic thinks it is tenable to cut the D1 route and then cut the D2 route several weeks later. Metro-Unfortunately, the metro system is old and needs constant, expensive upkeep. I suggest that this service be maintained; however, I believe paying metro train drivers and metro bus drivers over \$100,000 a year is ridiculous and contributes to the never-ending funding deficit of metro. Until this problem is resolved, metro will never be in the black and will always be in the red. To whom it may concern, I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is acruid support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to		
mission is to reduce car traffic thinks it is tenable to cut the D1 route and then cut the D2 route several weeks later. Metro-Unfortunately, the metro system is old and needs constant, expensive upkeep. I suggest that this service be maintained; however, I believe paying metro train drivers and metro bus drivers over \$100,000 a year is ridiculous and contributes to the never-ending funding deficit of metro. Until this problem is resolved, metro will never be in the black and will always be in the red. Bus Service To whom it may concern, I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to the formation of the county?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to		
weeks later. Bus Service Metro-Unfortunately, the metro system is old and needs constant, expensive upkeep. I suggest that this service be maintained; however, I believe paying metro train drivers and metro bus drivers over Suggest that this service be maintained; however, I believe paying metro train drivers and metro bus drivers over \$100,000 a year is ridiculous and contributes to the never-ending funding deficit of metro. Until this problem is resolved, metro will never be in the black and will always be in the red. Bus Service To whom it may concern, I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County? Bus Service which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to Besterice		
Metro-Unfortunately, the metro system is old and needs constant, expensive upkeep. I suggest that this service be maintained; however, I believe paying metro train drivers and metro bus drivers over \$100,000 a year is ridiculous and contributes to the never-ending funding deficit of metro. Until this problem is resolved, metro will never be in the black and will always be in the red. To whom it may concern, I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to		
service be maintained; however, I believe paying metro train drivers and metro bus drivers over \$100,000 a year is ridiculous and contributes to the never-ending funding deficit of metro. Until this problem is resolved, metro will never be in the black and will always be in the red. To whom it may concern, I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to		
\$100,000 a year is ridiculous and contributes to the never-ending funding deficit of metro. Until this Bus Service problem is resolved, metro will never be in the black and will always be in the red. Bus Service To whom it may concern, I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac Bus Service and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to Bus Service		
problem is resolved, metro will never be in the black and will always be in the red. Bus Service To whom it may concern, I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a rucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to		
To whom it may concern, I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to		
our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to	· · · · · · · · · · · · · · · · · · ·	Bus Service
and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to		
which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to		
consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to		
work, school, and other activities. Thank you for your time and consideration. Many Thanks, Joseph Bus Service		
	work, school, and other activities. Thank you for your time and consideration. Many Thanks, Joseph	Bus Service

Comment	Category
I suggest the following that could help alleviate the budget shortfall. First, convert the 'no fare' Metro	
Access ID cards to half fare. This will negatively impact me as a Metro Access customer, but it would	
help with the deficit. I also suggest charging Metro Access customers a minimal fare, perhaps \$5, for	
Abilities Ride trips, and revising the Metro Access fare structure for trips in Metro Access vehicles.	
Instead of a maximum fare of \$4, I would suggest a minimum fare of \$5 and a maximum fare of \$8	
depending on the distance traveled. Lastly, I believe that it is difficult to measure the impact of fare	
evasion until you stop it. While in the long-term, I favor gates that make fare evasion more difficult, this	
is an expense Metro does not have money for right now. A simpler and more cost effective astep would	
be to arm station managers with tasers and permit them to incapacitate individuals who engage in fare	
evasion so that transit police can arrest and incarcerate them until a substantial fine, which Metro	
would collect, is paid.	Operating Budget, Management and Spending
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
is the only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2	
Metrobus for the many riders who require this service to get to work, school, and other activities.	
Thank you for your time and consideration. John Page Kyle 6201 Clearwood Road Bethesda, MD 20817	Bus Service
APPLICATION SERVICE A complete bite, do not update that the buses are inactive and are not going to	
make the trip and report that if the app tremendous sons of the I amplified cold for hours for hours	Rus Service
I write this to express how vital the route of Metrobus T2 is for our community. This route is vital for	basservee
many individuals, businesses and families for whom they may have access to main employers in	
Montgomery County, which is one of the highest salary counties in the state of Maryland. The	
Metrobus T2 is the only form of public transportation that is safe in the areas of Potomac and	
Bethesda, where many works offer distinguished and comprehensive benefits. My co -workers in	
Congressional Country Club run the risk of losing access to these works if Wmata cuts the service.	
Please are asked to consider any effort in order to protect the T2 Metrobus in their enterity for all users	Pue Carrier
who need this service to reach their workplaces. Thanks for your time and consideration. THANK YOU!!	Bus Service
I very much support WMATA & public transportation on the whole, and I appreciate what you're doing	
to enlist community members' feedback. That said, I'd like to urge WMATA (and any WMATA	
employees) to tell your elected representatives to STOP SENDING SO MUCH MONEY TO MILITARY	
OPERATIONS OVERSEAS (particularly Israel & Ukraine)! There are billions of dollars there that result in	
other countries & places getting bombed, pay Ukrainian farmers, pay for Israelis' healthcare, etc.	
instead of funding the very real needs of the United States. If money could be diverted from pointless	
military operations into DMV public transit, that would be ideal. And the more people speaking up	Miscellaneous
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
is the only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2	
Metrobus for the many riders who require this service to get to work, school, and other activities.	
Thank you for your time and consideration. I am writing to you today to express how vital the T2	
Metrobus route is to our community. This is a vital route for many individuals, businesses and families	
to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part	
of the County, which is critical for the County?s economy. This bus service is a crucial support for our	
area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service	
to get to work, school, and other activities. Thank you for your time and consideration.	Bus Service
Dear Washington Metropolitan Area Transit Authority, I'm reaching out to emphasize the importance	
of the T2 Metrobus route for our community. This route is essential for individuals, businesses, and	
families accessing Potomac and Bethesda, serving as the sole reliable public transportation in this area	
critical to the County's economy. Please ensure the preservation of the full T2 Metrobus service to	
support the many riders relying on it for work, school, and other activities. Some have no other means	
of getting to their jobs. Thank you for your time and consideration. Sheila Liljenguist	Bus Service
I first would like to thank metro for operating in difficult weather conditions. My opinion in the budget	bus sei vice
cut is for them to go about it differently. Cancel certain lines that run multiple buses on the same route	
but with that reduction there shiuld be an shortwr wait time for the next bus. If you increase the rail	
fare customers expect less delays. We need reliable time frames for these trains. Also at station such as	
metro center and lefant trans should come 5min apart so that commutors dont miss there transition	
train.	Operating Budget, Management and Spending
You should get rid of fare charges and spending so much Money on police and WMATA would save so	operating baaget, Management and Spending
much money without having to cut essential services. What makes the metro area so great is having	
good access to the metro, not infrequent or expensive access to the metro. The best thing they can do	
is get rid of the metro police and use that money to help with the budget. Look at other cities that have	Operating Rudget Management and Spending
free transit, the dmv should have access to it too!!	Operating Budget, Management and Spending
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
is the only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This bus service is a crucial support for our area. It has been an integral part of	
transportation from the outer Maryland suburbs to the Friendship Metro area at the DC line for as long	
as I can remember in my 65 years of living here. Please consider all efforts to protect full T2 Metrobus	
for the many riders who require this service to get to work, school, and other activities. Thank you for	
your time and consideration.	Bus Service
I live off the T2 route in Bethesda, rumor has it that the service maybe discontinued. Please instead	
consider downsizing to a smaller bus, never have I seen the bus with more than a dozen passengers.	
Thanks	Bus Service
Please do not cut bus service. I need buses for work. I especially rely on the 96. Please don?t cut the 96	
bus.	Bus Service
II have been using metro access since 1998. I would like to propose that perhaps the service be offered	
with a sliding scale based on income. It has always bothered me that I could afford to pay something	
different than someone who has no job and no income. I appreciate the service and would consider	
paying more to help metro with their budget issues. I know this is probably just a drop in the bucket, ut	
it is a startl. As a patron, I would love to betterr understand what is more cost efficient, the Ability ride	
program or using the van. I expect to be totally blind due to a retinal disease within the next year or so.	
I can't tell you how invaluable the service is. It actually allows me to give back to my community.	
Davida Luehrs DC Metro Foundation Fightintg Blindness Chapter President, No.VA Lions District Sight	Operating Budget, Management and Spending

Comment	Category
Resident, District of Columbia February 26, 2024 I am a resident of the District of Columbia and I am a	
person with a disability. My testimony is to implore the Metro Board of Directors to fully fund Metro	
and not to reduce the service area for Metro Access, which is vital to the viability of the disability	
community. Metro Access allows a person with a disability and/or a senior citizen to have the same	
opportunities available to any person who has no limiting disability. This includes the ability to travel to	
and from a workplace in support of their own financial viability. Metro Access is critical to some who	
need lifesaving dialysis, cancer treatments or other medical services. It also enables persons with	
disabilities to get to and from church, to be engaged in community and volunteer activities, to venture	
to social gatherings with family and friends, to transport groceries, etcetera and to be a participant in	
the lifeblood of the community. As a person with a disability, Metro Access has enabled me to fully	
thrive in service to my community. I am active in my church, I have served in the foster grandparent	
program mentoring youngsters, I can get to and from medical appointments, I am active in service	
projects with my sorority, I am a volunteer with the AARP Senior Medicare Patrol program training seniors to spot Medicare billing fraud and abuse, and I participate in a plethora of other activities. I also	
have served as a voice for the disability community for several years on a Metro committee. None of	
this would be possible without Metro and most of it would not be possible without Metro Access.	
While I appreciate that the budget pressures may require reduced spending and/or increased revenue, I	
am asking that it not be done at the expense of Metro Access customers. These customers often have	
no other access to transportation services. I understand there is consideration to cut fixed route bus	
and rail services, but this also could adversely impact Metro Access customers whose service area is	
determined by current fixed routes. The savings by cutting metro access is quite minimal in relation to	
the devastating impact it would have on Merto Access customers. There is no rationale to reducing the	
service area. Does it make sense that a person who currently gets picked up from their home,	
transported to their job or a medical appointment and back home would suddenly be forced to	
navigate the added expense, difficult and time-consuming task of adding in travel to and from a new	
pick-up point because their home is suddenly outside the service area? This is beyond senseless; it is	
cruel. Persons with disabilities have enjoyed these services but budget cuts now threaten to pull the rug	
out from under them. I invite each of you to close your eyes for a moment and imagine if this was the	Operating Budget, Management and Spending
Please do not eliminate the M4. It is vital transportation for a majority of Deal Middle School and	
Wilson High School students. The M4 runs in front of my house during the week and is very busy. We	
have many adults who rely on it for work too.	Bus Service
They shouldn?t the bus is very beneficial to us	Bus Service
Because Route 402 and 401 are no longer happening	Bus Service
When they take the bus strike	Bus Service
Metro should lower fares	Fares/Fees/Parking
I am a regular rider on the L2 bus from Chevy Chase to I St NW. It allows me to tranfer to other bus	
routes on K st and at I St NW that go across town. Eliminating the route from Woodley Park to I St would be a hardship for myself and many regular riders on this line. I urge you to reconsider your plan	
to eliminate this portion of the route.	Bus Service
My name is Curtis Richards. I am a 65 significantly visually impaired resident in the Cathedral Heights	bus service
neighborhood. I do not drive and am totally dependent on public transportation, including the N buses	
to get back and forth from downtown. The Cathedral Corridor is full of people like me, senior citizens	
with limited vision and mobility. Please find alternative means of making budget reductions other than	
taking our much needed bus service away! Thank you for your serious consideration.	Operating Budget, Management and Spending
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
is the only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2	
Metrobus for the many riders who require this service to get to work, school, and other activities.	
Thank you for your time and consideration. JENNIFER DESANTO	Bus Service
Why did Metro Access stop serving Loudoun County other than Dulles Airport and Ashburn Station?	
Was it because there was no Metro Access garage in Loudoun County?	MetroAccess
Metro's new route changes will negatively affect the workforce at my place of business in a significant	
way. We have a large service team, many of whom are late-career and/or under served in the	
community already. Route T2 in particular is vital to our team. With all the tax revenue this county	
generates it doesn't make sense optically or practically to take away the people that need	
transportation on River Road. This change, while maybe making sense on paper, feels out of touch with serving the workforce of the community. Please reconsider this very impactful loss of service to the	
workers that serve the people that can afford to buy property in Montgomery County.	Bus Service
1?d rather the cost of people paying on buses and the underground goes up and therefore none of our	
dc Maryland bus routes would be lessened or taken away.	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital	
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Sincerely, DM Giarraputo Bethesda, MD	Bus Service
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Sincerely, DM Giarraputo Bethesda, MD Please continue to provide service to the many people who traverse River Road from Friendship	Bus Service
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Sincerely, DM Giarraputo Bethesda, MD Please continue to provide service to the many people who traverse River Road from Friendship Heights to the Rockville Metro Station (the T2 route). This route is used by many people who have no	Bus Service
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Sincerely, DM Giarraputo Bethesda, MD Please continue to provide service to the many people who traverse River Road from Friendship Heights to the Rockville Metro Station (the T2 route). This route is used by many people who have no other way to get to jobs in Potomac Village and along River Road at the various shopping centers. In	Bus Service
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Sincerely, DM Giarraputo Bethesda, MD Please continue to provide service to the many people who traverse River Road from Friendship Heights to the Rockville Metro Station (the T2 route). This route is used by many people who have no other way to get to jobs in Potomac Village and along River Road at the various shopping centers. In addition, it is used by people who work within the communities along River Road and Falls Road. Those	Bus Service
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Sincerely, DM Giarraputo Bethesda, MD Please continue to provide service to the many people who traverse River Road from Friendship Heights to the Rockville Metro Station (the T2 route). This route is used by many people who have no other way to get to jobs in Potomac Village and along River Road at the various shopping centers. In addition, it is used by people who work within the communities along River Road and Falls Road. Those of us in this area have no other benefit from the taxes we pay to subsidize Metro. Eliminating this route	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Sincerely, DM Giarraputo Bethesda, MD Please continue to provide service to the many people who traverse River Road from Friendship Heights to the Rockville Metro Station (the T2 route). This route is used by many people who have no other way to get to jobs in Potomac Village and along River Road at the various shopping centers. In addition, it is used by people who work within the communities along River Road and Falls Road. Those of us in this area have no other benefit from the taxes we pay to subsidize Metro. Eliminating this route will further erode taxpayer support in the currently served communities.	Bus Service Bus Service
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Sincerely, DM Giarraputo Bethesda, MD Please continue to provide service to the many people who traverse River Road from Friendship Heights to the Rockville Metro Station (the T2 route). This route is used by many people who have no other way to get to jobs in Potomac Village and along River Road at the various shopping centers. In addition, it is used by people who work within the communities along River Road and Falls Road. Those of us in this area have no other benefit from the taxes we pay to subsidize Metro. Eliminating this route will further erode taxpayer support in the currently served communities. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Sincerely, DM Giarraputo Bethesda, MD Please continue to provide service to the many people who traverse River Road from Friendship Heights to the Rockville Metro Station (the T2 route). This route is used by many people who have no other way to get to jobs in Potomac Village and along River Road at the various shopping centers. In addition, it is used by people who work within the communities along River Road and Falls Road. Those of us in this area have no other benefit from the taxes we pay to subsidize Metro. Eliminating this route will further erode taxpayer support in the currently served communities. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Sincerely, DM Giarraputo Bethesda, MD Please continue to provide service to the many people who traverse River Road from Friendship Heights to the Rockville Metro Station (the T2 route). This route is used by many people who have no other way to get to jobs in Potomac Village and along River Road at the various shopping centers. In addition, it is used by people who work within the communities along River Road and Falls Road. Those of us in this area have no other benefit from the taxes we pay to subsidize Metro. Eliminating this route will further erode taxpayer support in the currently served communities. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Sincerely, DM Giarraputo Bethesda, MD Please continue to provide service to the many people who traverse River Road from Friendship Heights to the Rockville Metro Station (the T2 route). This route is used by many people who have no other way to get to jobs in Potomac Village and along River Road at the various shopping centers. In addition, it is used by people who work within the communities along River Road and Falls Road. Those of us in this area have no other benefit from the taxes we pay to subsidize Metro. Eliminating this route will further erode taxpayer support in the currently served communities. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Sincerely, DM Giarraputo Bethesda, MD Please continue to provide service to the many people who traverse River Road from Friendship Heights to the Rockville Metro Station (the T2 route). This route is used by many people who have no other way to get to jobs in Potomac Village and along River Road at the various shopping centers. In addition, it is used by people who work within the communities along River Road and Falls Road. Those of us in this area have no other benefit from the taxes we pay to subsidize Metro. Eliminating this route will further erode taxpayer support in the currently served communities. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s	

Connections of the second seco		
and to serve in a serve indication of the serve indication is a server in a server indication is server in a server indication is server indication is server indication is server in a server indication is server indication in the server indication is server in a server indificat	Comment	Category
 Link boot in use analog mugging on young, fords allow play boot is allow pla		
Landarg more a la laterally long particulars stages the core list making in a way. The dist of core of the stages in a possible of the stages in a stage in a core of the stages in a stage in a core of the stages in a stage in a core of the stages in a stage in a core of the stages in a stage in a core of the stages in a stage in a core of the stages in a stage in a core of the stage in a stage in a core of the stage in a stage in a core of the stage in a stage in a core of the stage in a stage in a core of the stage in a stage in a core of the stage in a stage in a core of the stage in a stage in a core of the st		
 cin get i char all the part can given the plane is a char all the can get in the can define and an energy is an energy in the cas (i char all the cas and cas in the cas and cas and cas in the cas and cas an		
angle beso and awage income weeker to be a 4555, or mine, the awag possible to core and or good trans possible for the avage to be for the core to be a the avage to be for the core to be a star be a 4555 and the core to be a 1555 and the core to to be		
Ten for a prote and one protect of exception of an exception of a set of a s		
sin edder and sin edder and sin edder and server the work work is by a sin edder and s		
Initiality, the function of the stand may along the part is mere the bas or obser metro bas industs. Take in the take along any any any along the stand and		
nview.1 2000 the should get higher of fragewater white of generation white of annotes that the should get higher of the s		
Service You was not an update or upgate or upg	families, the Fairfax connector should stop running same time as the Rex bus or other metro bus	
senerate shows could use in update to existing anymements and personally setting and by the show is a first of high them all security measures should by in pipe for fails and out of the y them all security measures should by in pipe for fails and out of the y them all security measures should by in pipe for fails and out of the y them all security measures should by in pipe for fails and the y they areas to pipe for the them all security measures should by in pipe for fails and the y they areas to pipe for the y they areas to pipe f	routes, 12am at the lastest and they should get holidays off if requested without penalty or anything.	
bases built be registered wey' be avay six but collect at it afgems and dir ad dir jard to give the parties during the structures of the s	Service should certainly be reduced on holidays so they can spend time with their families. The Fairfax	
patent ack his his the mail a source process of a process of process of a process of a process of a process of a process o	connector buses could use an update or upgrade to seating arrangements and personally seating on all	
base per per pi ny ny expensite he 12 on Rohmen keys i ra Borner (1999) responsition Rohmen La rara or or effet to par politic for eff to expensite of my the 14 pet responsition Rohmen La rara or effet to par politic responsition for eff to expensite of my the 14 pet responsition Rohmen La rara or effet to expensite responsite of my the 14 pet responsite of the set is user per pet to expensite of my the 14 pet responsite of the set is user per pet to expensite of my the 14 pet responsite of the set is user pet to expensite of the second my the 14 pet responsite of the set is user pet to expensite of the second my the 14 pet responsite of the set is user pet to expensite of the second my the 14 pet responsite of the set is user pet to expensite of the second my the 14 pet responsite of the set is user pet to expensite of the second my the 14 pet responsite of the set is user pet to expensite of the second my the 14 pet to expensite responsite of the set is user pet to expensite of the second my the 14 pet to expensite of the set is user pet to expensite of the second my the set is user pet to expensite of the second my the set is user pet to expensite of the second my the set is user pet to expensite of the second my the set is user pet to expensite of the second my the second my the set is user pet to expensite of the second my the second my the set is user pet to be second my the	buses should be replaced every few years as they collect a lot of germs and dirt and dust and the pretty	
In a DC calculation which as car and one of the bost parts if long in the city is core public responsition including the bus and metric is public responsition for all lects of my life, to get the context public responsibility of the all potential of the all pot		
Incorportation including the bus and memo. Lue public transportation for all tacked my life reget weight at climate resources, just of all products and pot hankling upper levels apportation sprace to relaxed a state memory and products in the proper level is a product memory and products incorpupation interproducts reper level is a state weight weight and products in the state apportant interproduct reamportation sprace hyper level is a state weight weight and products in the state incorputation sprace is a state weight and the state weight weight and the state and definition interproducts in the only could be producted by the state weight and the state and definition is a state weight and the state weight and the state weight and the state and definition is a state weight and the state weight and the state weight and the state weight and the state and definition is a state weight and the state weig	buses get pretty dirty especially the 171 on Richmond hwy.	Operating Budget, Management and Spending
ns under, genuters. Lor setup. Score grant public responsible instructure for presion lensors is a reflict a fundit franzen to reduce carbon emissions. Is all space of people when tare public responsible instructure for presion lensors is and and instructure for presion lensors is and instru	I'm a DC resident without a car and one of the best parts of living in the city is access to public	
separations: Do needs to keep to current public transportation infraturcurent for genotic means the set of second transportation operating degrand when you add inflation and the high cost of house, DC needs a transportation operating degrand when you add inflation and the high cost of house, DC needs a transportation operating degrand when you add inflation and the high cost of house, DC needs a transportation operating degrand when you add inflation and the high cost of house, DC needs a transportation operating degrand when you add inflation and the high cost of house, DC needs a transportation operating degrand when you add inflation and the high cost of house, DC needs a transportation operating degrand when you add inflation and the high cost of house, DC needs a transportation operating degrand when you add inflation and the high cost of house, DC needs a transportation operating degrand when you add inflation and the high cost of house, DC needs a transportation operating degrand when you add inflation and the high cost of house and her addite cost and her addite cost and her addite cost and the addite cost and her addite her ad	transportation including the bus and metro. I use public transportation for all facets of my life - to get	
si wells a clinate reasons to readous carbon emissions. I use all register of proofs below to ling public transportation system of the scoreny and get everyone acces to all policule in anyone that is provide any otherwise and get everyone acces to all policule in anyone that is provide any otherwise and get everyone acces to all policule in anyone that is provide any otherwise and get everyone acces to all policule in anyone that is provide any otherwise and get everyone acces to all policule in anyone that is provide any otherwise and get everyone acces to all policule in anyone that is provide any otherwise and get everyone acces to all policule in anyone that is provide anyone and get everyone acces to all policule in anyone that is provide anyone and get everyone acces to all policy anyone an	to work, get to friends, socialize, frequent businesses, get to the airport, and go to healthcare	
Insinger Line specifies and where you add influence and the tipe cost of hung. EC needs a trong public transportation specifies it a tota the Marro species and urge WAATA to fully fund body containing the specifies and the specifies and urge WAATA to fully fund body containing the specifies and the specifies and urge WAATA to fully fund body containing the specifies and the specifies and urge WAATA to fully fund body containing the specifies and the specifies and urge WAATA to fully fund body containing the specifies and th	appointments. DC needs to keep its current public transportation infrastructure. For personal reasons	
 stang tabu paye tabu pa	as well as climate reasons to reduce carbon emissions. I see all types of people when I use public	
Insupport and insupport. I elect all service cuts to the Merice and target MARA To full wind be Service Antipart of the antipa	transportation every single day and when you add inflation and the high cost of living, DC needs a	
public transmit indexid. to shown it way cancer. Law write you built to public the serve is a serve is serve is a serve is serve is serve is serve is a serve is serve is serve		
public transmit indexid. to shown it way cancer. Law write you built to public the serve is a serve is serve is a serve is serve is serve is serve is a serve is serve is serve		
To whom it may concern, I am writing to you today to pages and mailes to access Notance and Behndar, The T2 Metrobus the entry reliable public transportation to this part of the Courty, economic may this basevice as conclusioned and the ability cardio courts economic many rides who require this service to access Notance and Behndar. The T2 Metrobus to the many rides who require this service to access Notance and Behndar. The T2 Metrobus to the many rides who require this service to access Notance and Behndard the ability cardio courts economic many rides who require this service to access Notance and Behndard to transportation to this part of the Courty, economic many rides who require this service to access Notance and Behndard the Ability cardio courts and Behndard the Ability cardio courts and Sender Court access Notance and Person Protons Not		Bus Service
sour community. This is will route ion many individuals, businesses and families to access Patomes definestion. The Matchess is the only windike public transports is a routid support for our area. Please work, shood, and other acciss. Thank you for your time and conductation Stratevy, sealed base a notice number that fulf biolability and that is depend on the set of 10 Douts new set you for your time and conductation. Stratevy, sealed dealability card is not allor frame and the depend on the set of 10 Douts new set you for your time and your for book of the set of t	To whom it may concern, I am writing to you today to express how vital the T2 Metrobus route is to	
and Bethose. The 2 Metrobus is the only reliable public transportation to the part of the Courky, which is ortical for the Courky accouncy. This has service a crucial support for our area. Resea consider all efforts to protect. If 12 Metrobus for the many riders who require this service to part who account of the Courky accouncy. This has service a crucial support for our area. Resea course and a first to protect. If 12 Metrobus for the many riders who require this service to part to account of the Courky account of the Courky account of the Courky first and the Courky first account of the So bus, and the first action first account of the So bus, and the first account of the So bus, and the first account of the Courky first account of the So bus, and the first account of the Courky first account of the So bus, and the		
which is critical for the Country Resource, This bus service is a crucial lappent for our area. Peesa is critical and the chart postech UT 2 Morea and to save the case of the sover is provided by the sover the sover the sover is provided by the sover the sover the sover is provided by the sover the sover the sover is provided by the sover the sover the sover is provided by the sover		
consider all efforts to protect full 72 Metrobus for the many index whe regular this sorvice to gut 74 Ba Service chase an enter samart trip disabilitycard that 1 so degred on to see 2 to 3 Doctors were yingie were, 1000 Ba Service chase an enter samart trip disabilitycard that 1 so degred on to see 2 to 3 Doctors mere yingie were, 1000 Ba Service disability card is crucial for my health. Please do not take this mode of transportation from people and and 1 Mere of the disability to aver first solit in prays for a sing connection. New solit for the disability to aver first solit in prays for a sing connection. New solit for order, this time no one paid. This was not the first time the fire card machine was sol of order, this time noone paid. This was not the first time to fire card machine was sol of order, this time noone paid. This was not the first time to fire card machine was sol of order, this time noone paid. This was not the first time to fire card machine was sol do roder of was boll through and through and through and the sold. The solution was not the first time the fire card machine was sol do roder of was boll through and the sold. This was not the has alwage through and th		
work, schol, and other activities. Thank you for you time and consideration. Sincerely, Jessifia have a nete same time failed in the stability cars of the 1 so depend on the set 2 130 Dectors owery single week. 140 have a nete same of the same of the same part of the set 1 so depend on the set of the same part of the same par		
 I have a metric small trip disability card that is depend on to see 2 to 3 Doctors every single week. Ido in the ave averlies of the ability to reveal to Doctors, metcal proceedings and proceedings and proceedings and proceedings and the averlies of the ability of the set to Doctors, metcal or my health. Please do not take this mode of transportation from popule that is depend on this dry, and should by other feed back please contact met. Rel Service Since Merci Is in a bind financially, why do bus drives let people ride for free. My friend and they are a to all or drives, the drive and or drives, the drive and or drives, the drive and of drives. It is a strateging and the fars card machine was coll or drives, this to the set ado, prevent out out of the sal and reset on yook of the set. The set and the fars card machine was coll or drives, the to the gasd, and her they to the set ado, the drive set and the drive set and they they are set and the or my end to the set and the sal and they to please of the set and the or my end to the set and the sal and they to please of the set and the or my end to the set and the and they to they are set and the and they to please of the set and the or my end to the set and the and they to they based on they have proved for the set and table increase in metal and the set and the and they they to they are and the and they to they are and the and they they are and the set and the and they they are and the set and the and they they are and the and they they are and the and they are and they are and they are and the and they are and the and they are and they are and they are and they are and they		Bus Service
nucl task while and the ability of target to the construction from expect table Ral Service construction for my table. These do not table bins do transported to the for a dark for our equire any other feed back plase contat rue. Ral Service non-construction for my table. These do not table bins do table for table for the for a dark for		
diabality and is crucial for my heath. Please do not use this mode of transportation from pool that so depend on this car if you require or where feed sole gales contact measures is depend on this car if you require or where the sole point of the sole free. My friend and twee on the 2 bus the other day, and board 3 for more of rides all to repay a far a long Connecticat Ave. From Cleveland Park to Chevy Chese Crick A feed days later 1 took the 95 bus, and the fare card machine and of order of twis tool fore, this time no equit. This was not the sole point of you doit's set. If a mather was sole of order, this time no equit. This was not the sole point of you doit's set. If a mather was sole of order, this time no equit. This was not the sole point of you doit's set. If a mather was sole of the sole point of the sole and the sole point of you doit's set. If a mather was sole of the sole point of the sole and the sole point of you doit's set. If a mather was sole of the sole point of the sole point of you doit's set. If a mather was sole of the sole point of the sole point of you doit's set. If a mather was sole of the sole point of you doit's set. If a mather was sole differential is gending ties on the mather was sole and based on making up the differential is gending ties on the mather was leased to the sole of difference. Did not affect my commute inflex and armed contract security guards, perhaps methicing the armed guards in favor of WMATA. Mather point of the sole to the majority of losses occurty and the an excerce to the was sole that and the mather and the antive set mather and the sole on mather was sole of the sole on controcthem. If a transfig and with an increase during commuting upons. If you do you do the sole was any difference on the was and the sole on the down with an increase during commuting upons. If you do you do the sole was any difference on the was and the sole was and the antive the the sole was and t		
in degree of mile card. If your require any other feed back please contact me. Rel Sorce Since Metto Sin as Ino financida, with do bus drives else projen inde for free. My filted and it were of the Cab bus the other day, and about 3/4 or more of riders din ot pays fare along Connectical Ace. In additional contact and the cab bus discussed the machine was out of order, this time none paid. This was not the first time the fare card machine was out of order, this time none paid. This was not the first time the fare card machine was out of order, this time none paid. This was not the first time the fare card machine was out of order, this time none paid. This was not the first time the need SS and yet continues to allow rides to ride for fire. How can there is shat Metro weed SS and yet contact was allowed for fire. How can Metro be serious about a budget if people of the zero yeas of the fare provides to the provides of fare parking. The cost dim prove that what i was paying for parking in D.C. This was mostly based on making up the difference in reduce ward and car on my weed the fare card dim gene to the cost dim prove that what invase the card dim gene to the cost dim prove that what invase the term of and for and the park to the cost dim prove that was the cost dim prove that the cost dim prove that the cost dim prove that was the cost dim pr		
Since Mercis in a bind financially, why do but drives let people ride for free. My fiend and lever on the 2 bits the there day, and boat 3/4 or more of rikes that on topy a free allong Connecticut. Are. from Cleveland Park to Chevy Chase Circle. A few days later 1 took the 9 bus, and the fare card matchine was out and chevel order, this time no en paid. This was not the first time the fare card matchine was out of order or i was told to move on when triving to pay. As for the subway, i witnessed a trenager jump the gate without paying, I reported to the gaz, and the basil, pertend you didn't see I. If it happens again, ignore I., It is dangeroux. So, the bottom line here is that Metro needs 553 and yet continues to allow of rice. How can Metro be serious about a bubyet of the pay. Operating Budget, Management and Spending i am vibemently opposed to these proposed fare increases for Metronal. I choice to begin using Metronal, despite I. Gisting more than whit was paying for garking 10. C. This was mostly based on making up the difference in enduce wear and tear on my vehicle, and stress of driving through the city. The cost differenting the ameng fauring in some of WMAI. Metro police diffeers would reduce some costs. WMAI Ka neallace and index up the commute time, however my stress reduces core costs. WMAI Ka neallace and nealeweing. There fare ingmes a tenty on to conform them. In traveling around the country and the work first Mark Metro fares to be were preserve that manager, employees, guard and officers a and reduce from ender police the metro and and and when the count of when the and for commes most, and what and evening. These fare ingmes accountable intervence in these for a topy or a for end and and when the count of whore first would reduce the metro regards that manager, employees, guard and officers are not concerned as they do not conform them. In traveling around the country wind the work first Mark Metro fares to the more opensity that the reset during the metro starts and the park dowintown for		Rail Service
the 2 bus the other day, and about 3/4 or more of riders all once pay a fire along connectual Ave. from Cleveland Part (C. A. New days list cost to be the sub and the fare card machine was out of order, this time none paid. This was not the first lime the fare card machine was out of order or the sub of to more one was the first time the fare card machine was out of order or the sub of to more one paid. This was not the first lime the fare card machine was out of order or the sub of the more was the fare time when early board to the fare card machine was out of direct or the for first. How can there is that Wetone eads 553 and yet contrust to allow riders to ride for fire. How can there is that Wetone be begin using the vetter days poped to these proposed fare increased. The was mostly based on making up the differential in gending liss on fuel made up the cost difference. Did not affect thry commute this, however may card, participation the mental health. What Ahas to building officers and a med contrast Scardy gants, perloagn the same gaust is live of MAMA. The cost differential in gending liss is where the machine the was the was fare on my eleven the contrust set eleven the order was end card on my eleven the control officers are not concered as they do not confront them. In traveling around the country and the word, lind WATA Netero fare to noce expensive that manage, and the word hard for the more equation that more advised is for ord to and, which like the ver VarC Liff are eleven. Start of concerements are that that the WATA has to building officers are not concered as they do not confront them. In traveling around the country and the word lind WATA Netero fare to be order words that manage, engling lind around officers are not concered as they do not confront them. In traveling around the country and the word lind fare indexes for lind the more advised to the more advised to the devised lind the start advised to the start advised to the my eleven to the devised lind the start advised to the devised lin		
from Civeland Park to Cheve Chase Circle. A few days later took the 96 bus, and the frac card machine was not for order, this time one park. This was not the first tem the frac card machine was out of order, this time one park. This was not the first tem the frac card machine was out of order, this time no one park. This was not be studyed would dhis see i. It is happens again, ignore it, it is diagerous. So, the bottom line here is that Metro needs SSS and yet contrast to all own drives to order of re-low can Metro Diager fargelee of the part of the proposed fare increases for Metrorali. Choice to Begin using Metrorali. Choice to Begin using Metrorali. Choice to Begin using Metrorali. despite cost difference in reduce war and tear on my whick, and stress of driving through the City. The cost difference in creases for Metrorali. House to Begin using Metrorali. despite difference in reduce war and tear on my whick, and stress of driving through the City. The cost difference in the set of the fore cost difference in the set of difference bits in ware of Marking and the addite prevent of the difference bits of the set of the ofference. Difference bits and through the City. The set ofference bits of the ofference bits and the contry and the difference bits of a stop or eact to eact difference. Difference and park difference bits of a stop or eact to eact difference bits of a stop or eact to eact difference. Difference bits of a stop or eact to eact difference bits of a stop or eact to eact difference bits of a stop or eact to eact difference bits of a stop or eact to eact difference bits of a stop or eact to eact difference bits of a stop or eact to eact difference bits of a stop or eact to eact difference bits of a stop or eact to eact difference bits of a stop or eact to eact difference bits of a stop or eact to eact difference bits of		
machine was out of order, this time no one paid. This was not the first time the fare card machine was out of order or thus told to move on when trying to pay. Afor the subway, winnessed a tenange lump the gate without paying. I reported it to the guard, and he sad, pretend you didn't see it. If it happens again, ignore that on defore the exist on Metro De serious about a budget if people don't pay. Derating budget difference in reduce was and tess on my vehicle, and tress of driving through the city. The cost differential in spending less on fuel made up the cost difference. Did not affect my commute time, however my tess reduced and notable increase in meral health. WIAATA has both uniformed officers and armed contrast security guards, perhaps reducing the armed guards in favor of WMATA Metro polic officers would reduce mo costs. WMATA na relate a net lincerse in fares by actually confronting and fining fare jumpers. This is where the majority of losses occu. between New Carroton and focgs to anot concented as they do not confront them. In traveling around the country and the outficers are not concented as they do not confront them. In traveling around the country and the commuting hours, or take the Metro and cont cond them. In traveling around the world. If not WMATA Metro De contendes as they do not confront them. In traveling around the country and the sets han 20 dollary, or take the Metro and the yar and with an increase during commuting hours, or take hew Metro all on yar and yar and was not to and Auchi like the New York City fare model. If come into DC with my family of 4, locud drive in and park downtown for less than 20 dollary, or take the Metro and any 47.000 monthy parket park and with an into weight by ub the dost fare and services the sets on the park predict on the services the sets on the park park and the top are the approximate and the services the sets and the top and the actually sets in a writing to you tody to sepress how with the T2 Metrobus orus to the way prive ga		
out of order or I vas tudit on move on when trying to pay. As for the subway, i witnessed a teenager i pum be gate without paying: reported it to the gater, and he siad, pretend out dudt is teen it. It is happens sagain, ignore it, it is dangerous. So, the bottom line here is that Metro needs SSS and yet can whetherenity opposed to these propoed fare increase for Metrorali. I close to begin using Metrorali, displicit costing more than what I was paying for parking in D.C. This was mostly head on making up the difference in neduce wear and tear on my whelle, and stress of driving through the city. The cost differential inspending less on fuel made up the cost difference. Diff or affect my commute time, however my stress reduced and a notable increase in meral health. WMATA has both uniformed officers and and cotable increase in meral health. WMATA has both uniformed officers are not concerned as they do not confront them. In traveling around the constry and the world, I find WMATA herto fares to be more expensive than mores, and with an increase during commuting hous. By having one est price, whether one relates for 1 stop or end to end. Much like the world. It find with a stop dig tee on concerned as they do not confront them. In traveling around the country and the stop and the provide tee on tee officers to a prove and end stop. Stop for all country plus the 4.5p paring tee (42.5). No brainer, I will forego the Metrora II. Stop for all country plus the 4.5p paring tee (42.5). No brainer, I will forego the Metrora II. Stop for all country plus the 4.5p paring tee (42.5). No brainer, I will forego the baving up to 5300 coept back and forth somewhere so yill wave price is 500 controlling to ride the Metro concerned the way high 4.5 counting to ride the Metro concerned the way high 4.5 cound and be to a paying to to 5300 coept back and roth somewhere so yill wave price is 500 controlling to ride the Metro concerned the stop wavelf beetor, a closel of 3100 contregates that cont wenight as we		
Jump the pate without paying. I reported it to the guard, and he said, pretend you din't see it. If it happens gain, incore it, it is dangeus. So, the bottom line here is that there needs \$25 at yet continues to allow rides to ride for free. How can Metro be serious about a budget if people don't pay. Operating Budget, Management and Spending I and the series of the tron it. I hose to begin using of the difference in reduce were and tear on my whiche, and stress of different in hose to were and tear on my whiche, and stress of difference in reduce were and tear on my whiche, and stress of difference in reduce were and tear on my whiche, and stress of difference in reduce were and tear on my whiche, and stress of difference in reduce were and tear on my whiche, and stress of difference in reduce were and tear on my whiche, and stress of difference in reduce were and tear on my whiche, and stress of difference in reduce were and tear on my whiche, and stress of difference in reduce were and tear on my whiche, and stress of difference in reduce were and tear on my whiche, and stress of difference in reduce were and tear on my work of the morning and fining fare jumpers. This is where the majority of losses occur, between New Carrolon and feegy work on contront tear. In traveling around the country and the work of that an increase during commuting hours, or hader of difference in and and the increase during commuting hours, or take the difference in and and and the and the and the and the and the and the difference in difference in and and and the anageus, and the anito and the anageus on a take difference in difference in and and and the anageus on a take difference in difference in difference in the difference in and and and the anageus on a take difference in diffe		
happens sagin, ignore it, it is dangerous. So, the bottom line here is that Metro needs SS and yet parting Budget, Management and Spending cam withemently opposed to these proposed fire increases for Metrorali. I chose to begin using parting Budget, Management and Spending iam withemently opposed to these proposed fire increases for Metrorali. I chose to begin using parting Budget, Management and Spending iam withemently opposed to these proposed fire increases for Metrorali. I chose to begin using parting Budget, Management and Spending incost differential in spending less on fuel made up the cost difference. In reduce wear and tear on my vehicle, and strass of driving through the city. parting Budget, Management and Spending officers and reduce some costs. WMATA can realize a net increase in fares by actually parting Budget, Management and Spending officers are not concered as they do not confront them. In traveling around the country and the parting Budget, Management and Spending conflict childs, bus other and considers are to nore-expensive station in the morning and weining parting Budget, Management and Spending conflict childs, bus other and the bus object and bus other and country and the parting Budget, Management and Spending conflict childs, bus other and the station makers, and the increase in drave at a difference in reduce ware and asset to the and part down thom for less the station makers, and the increase in drave at a difference in the protence state difference in the station and part AD on the part in		
continues to allow inders to ride for free. How can Metro be serious about a budget if people dam to pay. Operating Budget, Management and Spending is an whemenethy opposed to these proposed fare increases for Metronial. I chose to begin using Metronial. I chose to begin using Metronial, despite it costing more than what I was paying for parking in D.C. This was mostly based on making up the difference in reduce were and tear on my whiche, and stress of driving through the city. The cost differential in segnating is the cost difference. Did not affect my commute interview in fares by attabally conforming and a notable increase in meratin beaking. MMATA has boto misses and a notable increase in meratin beaking with an increase din fares by attabally conforning and fung fare jumpers. This is where the majority of losses occur. Letween New Carotton and Foggy botton, I can count nearly > 10 after jumpers at each station in the moring and evening. There fare impress have no fare of consequences as the station managers, employees, guads and officers are not concerned as they to not confront them. In traveling around the country and the word, I find MATA Metro fares to be more expensive than most, and with an increase during consulting hours. By having one set price, whether one rides for 1 stop or end to end. Much like the variant pay the 20 so not affect degraps. Notanice, whether one rides for 1 stop or end to end. Much like the variant pay 4.70 one way per person, or a total of 37.60 for all 4 Fare Evasion/Safety/Crime 1 feel Metro affect the stade of punishing honest community. This is a wall Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime 1 feel Metro affor the many of the county wintik is critical for the Co		
I am whenently opposed to these proposed fare increases for Metrorail. I chose to begin using Metrorail, depice it costing more than what i was paying for parking in D. C. This was mostly based on making up the difference in reduce wear and tear on my which, and stress of driving through the city. The cost differences in reduces wear and tear on my which, and stress of driving through the city. The cost differences would reduce so file and set up the more digradiant set. MMATA has both uniformed officers and a med contract security guards, perhaps reducing the amed guards in favor of WMATA. Metro police differences would reduces and exclusions of the cost difference by a totally confronting and fining fare jumpers. This is where the majority of losses occur. Between New Carrolton and folgs gottom concerned as they do not confort the morning and thing fare jumpers have no faer of consequences as the station managers, employees, guards and officers are not concerned as they do not confort them. In traveling anough the evenings. These fare jumpers have no faer of consequences as the station managers, employees, guards and officers and to concerned as they do not confort them. In traveling anough and park downtown for less than 20 dollars, or take the Metrorail and park 4, 70 new ayo per present downtown for less than 20 dollar to metroral and park 4, 70 new ayo per present to be paying the 14 separities. The term and services there's no point of us continuing to ride the Metro at that point we might as well get our items and three at rife your gene to be paying up to be paying up to 20 to genes how vital the T2 Metrobus to the besing to the paying the 130 to get back and forth somewhere so yall waru us to work pay for a fare to get to work and have to pay rent to the Metro at the point gene falle forth to protect full T2 Metrobus for the many direge who they of the 20 set of t		Operating Budget Management and Spending
Netronality depite it costing more than what it was paying for parking in D.C. This was mostly based on making up the difference in reduce weran at ear on my vehicle, and tress of driving thress of driving		
making up de difference in reduce wear and tear on my vehicle, and stress of driving through the tity. The cost differential is spending teas on tele made up the cost difference. Did not affect my commute time, however my stress reduced and a notable increase in meral health. WMATA has both unformed officers and armed contract security guids, perhaps reducing the armed guards in favor of WMATA and foggy Storm, Can count near the majority of loxes occur. Detween New Cantoln and foggy Storm, Can count near security 5-10 far ig pumpers at each station in the morning and evenings. These fare jumpers have no far of consequences as the station managers, employees, guards and officers are not concerned as they do not confront them. In traveling around the country and the world, Ifnd WMATA Metro fares to be more expensive than managers, employees, guards and commuting hours, by having one explores, whether on relise 5or 1 1200 or end to end. Much like the New York City fare model. If come into DC with my family of 4, could drive in and park downtown for less than 20 dollars, or take the Metroral and park / 100 orego the Metro rail. Currently is pend 28.40 per month o Metroral If my commute, where I vas appling 18.500 monthy parking. I suggest holding fare jumpers acountable linstead of punishing honest commuters. I feel like if they up the Metro fare and services there's no point of us continuing to ride the Metror at that point we might as well get on license and drive a car if you're going to be paying up to 330 to get back and forth samewhere sy yill want us to work pay for a fare to get to work, school, and other activity: reut for many individuals, businesse and families to access Potomas and Bettesd. The 12 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County? reut for many individuals, businesse and families to protect full T2 Metrobus for the many riders whore get to work, school, and other activites anywhere near us (SSO New Rood)		
The cost differential in spending less on fuel made up the cost difference. Did not affect my commute time, however my stress reduced and a notable increase in mental health. WMATA has both uniformed officers and armed contract security guards. perhaps reducing the armed guards in favo of WMATA Metro police officers would reduce soots. WMATA can realize a net increase in farse by actually confronting and fining fare jumpers. This is where the majority of losses occur. between New Caroton and Foggy Bottom, I can count nearly 5-10 fare jumpers at each station in the morning and evenings. These fare jumpers have no fare of consequences as the station manages, employees, guards and officers are not concerned as they do not confront them. In traveling around the country and the world, I find WMATA Metro fares to be more expensive than most, and with an increase during commuting hours. By having one set price, whether one rides for 1 stop or end to end. Much like the New York Cirk fare model. If I cound drive in and park downtown for less than 20 dollars, or take the Metrorail and pay 4-70 one way per person, or a total of 37.60 for all 4 round trip jubs the 4.95 parking fee (42.35), No brainer, I will forego the Metro rail. Current'ui spend 28.40 per motion Metrorail for my commute, where I was paying 15.00 monthly parking. I suggest holding fare jumpers accountable instead of punishing honest commuters. Fare Evasion/Safety/Crime Fare/Fees/Parking Team writing to you today to express how wital the T2 Metrobus to the work and have to pay rent food, electricity my towork from in the event something happens to my car (I suggest parked). Suggest parked fare in angles to suggest of our area. Please consider all offorts to protect full T2 Metrobus for the many rideir would suggest for our area. Please consider all offorts to protect full T2 Metrobus for the many rideir would full in the gap. Even cutting service hours would have a detrimental impact on the timing and astipues to work with shis 1 rec		
time, however my stress reduced and a notable increase in mental health. WMATA has both unformed officers and armed contract security guards, perhaps reducing the amed guards in favor of WMATA has both unformed officers aren ot conserved as the stribution in the morning and evenings. These fare jumpers have no fear of consequences as the station nangers, employees, guards and officers aren ot concerned as they do not confront them. In traveling around the country and the world, Ind WMATA Metro fares to be more expensive than most, and with an increase during commuting hours. By having one septice, whether one rides for 1 stop or end to end. Much like the World (1 fare model. If 1 count into DC with my family of 1, 1 could drive in and park downtown for less than 20 dollars, or take the Metrorail and pay 4.70 one way per person, or a total of 37.60 for all 4 roundtrip jubts instead of punking honest commutes. The less than 20 dollars, or take the Metrorail corrent vis sequent that point we might as well get our license and drive a car if you're going to be paying uto 530 tog to back and orth somewhere so y'all want us to work pay for a fare tog to to work and have to pay reguing to 530 tog back and orth somewhere so y'all want us to work pay for a 10 tog to to tog to the county. This is a vell get our license and drive a car if you're going to be paying uto 530 tog back and orth somewhere so y'all want us to work pay for a 10 to gott to the County. This is a vell go you today to express how vial the T2 Metrobus route is to our community. This is a vell tog deterrity to you today to express how vial the T2 Metrobus route is to our community. This is a vell to dor work from in the event someting happens to my car (1) wears it has been my bdcs. Thank you for your time and consideration. Star Kremonas Hello, firm specifically concerned about Maryland's T2 bus route. For 10 years it has been my bdcs. Hello, firm specifically concerned work fay that the wowl, fay for 10 years it has been my bdcs. Hello, firm specifica		
officers and armed contract security guards, perhaps reducing the armed guards in favor of WAATA Metro police officers would reduce some costs. WMATA can realize a net increase in fars by actually Addrop police officers would reduce some costs. WMATA can realize a net increase in fars by actually and Foggy Bottom, I can count nearly 5-10 fare jumpers at each station in the morning and evenings. These fare jumpers have no fare of consequences as the station managers, employees, guards and officers are not concerned as they do not confront them. In traveling around the country and the word, I find WAATA Metro fare sizes as the station managers, employees, guards and commuting hours. By having one set price, whether one rides for 1 stop or end to end. Much like the ww York City fare modul. If I could drive in and park downtown for less than 20 dollars, or take the Metrorall and pay 4,70 one way per person, or a total of 37.60 for all 4 roundtrip plus the 4.95 parking fee (22.95). No brainer, I will forego the Metro rall. Currently I spend 25.40 per month on Metrorall for my commute, where I was paying 185.00 monthly parking. I suggest holding fare jumpers accuntable instead of punishing hones commuters. feel like If they up the Metro fare and services that you to so contuning to ride the Metro at tak and orth somewhere so yall want to so outro guarts to aver community. This is a vial feel like If they out they to are diffeel instoto partotin the Country's		
Netro police officers would reduce some costs. WMATA can realize a net increase in fares by actually confronting and fining fare jumpers. This is where the majority of losses occur, between New Carrotton and Fogy Bottom, I can count nearly 5-10 fare jumpers at each station in the morning and evenings. These fare jumpers have no fear of consequences as the station managers, employees, guards and officers are not concerned as they do not confront them. In traveling around the country and the world, I find WMATA Metro fares to be more expensive than most, and with an increase during commuting hours. By having one set price, whether one rides for 1 stop or end to end. Much like the New York City fare model. If i come into DC with my Family of 4, I could drive in and park downtown for less than 20 dollars, or take the Metrorail and pay 4.70 one way per person, or a total 037.60 for all 4 roundtrip plus the 4.55 parking fee (42.55). No brainer, I will forego the Metro ari L. Currently is pend 258.40 per month on Metrorail for my commute, where I was paying 185.00 monthly parking. I suggest had forth somewhere so yall want us to work pay for a fare to get to work and have to pay rent food , electricity Fare Evasion/Safety/Crime I feel like if they up the Metro fare and services there's no point of us continuing to ride the Metro at a forth somewhere so yall want us to work pay for a fare to get to work and have to pay rent food , electricity Fare Evasion/Safety/Crime I real like if they up the Metro fare and services there's no point of to country, which is critical for the country? Sa valing ares/Fees/Parking I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, busineses and families to access Potoma: and Bethesda. The T2 Metrobus the only reliable upbilic tr		
controtting and fining fare jumpers. This is where the majority of losses occur. between New Carrotton and Foggy Bottom, I can count nearly 5-10 fare jumpers at each station in the morning and evenings. These fare jumpers have no fear of consequences as the station managers, employees, guards and officers are not concerned as they do not confront them. In traveling around the country and the world, I find WMATA Metro fares to be more expensive than mons, and with an increase during commuting hours. By having one set price, whether one rides for 1 stop or end to end. Much like the New York City fare model. If I come into DC with my Family of 4, I could drive in and park downtown for less than 20 dollars, or take the Metrorali and pay 4.70 one way per person, or a total of 37.60 for all 4 roundtrip plus the 4.95 parking fee (42.95). No brainer, 1 will forego the Metro rail. Currently I spend 254.40 per month on Metrorali for my commuter, where I was paying 185.00 monthy parking. I suggest holding fare jumpers accuntable instead of punishing honest commuters. I feel like if they up the Metro fare and services there's no point of us continuing to ride the Metro at that point we might as well get our license and drive a car if you're going to be paying up to 530 to get back and forth somewhere so y'all want us to work pay for a fare to get to work and have to pay remuter ford , electricly I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital rout for many individuals, businesses and families to access Potruet. Full T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County/s economy. This bus service is a cruail support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service. For 10 years it has been my bade-its my kids to/from before/after care at their school). But more importantly than that, a number of my wikes roure to get to work from in the eve		
and Foggy Bottom, I can count nearly 5-10 fare jumpers at each station in the morning and evenings. These fare jumpers have no fear of consequences as the station managers, employes, guards and officers are not concerned as they do not confront them. In traveling around the country and the world, I find WMATA Metro fares to be more expensive than most, and with an increase during commuting hours. By having one set price, whether one rides for 1 stop or end to end. Much like the New York City fare model. If I come into DC with my Family of 4, I could drive in and park downtown for less than 20 dollars, or take the Metroral and pay 4.70 one way per person, or a total of 37.60 for all 4 roundtrip plus the 4.59 parking fee (42.59). No therine, I will freque the Metro at holding fare jumpers accountable instead of punishing honest commuters. The like if they up the Metroral and pay 4.70 one way per person, or a total of 37.60 for all 4 Pare Evasion/Safety/Crime Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime Fare Fees/Parking Lam writing to you today to express how vital the T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County? economy. This bus service is a crucial support for our area. Please consider all effors to porteet Iull T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Star Kremonas Hello, I'm sepcifically concremed about Marijandis 72 bus route. For 10 years it has been my back-up plan to get to work from in the event something happens to my car (I usually drive because I also need to get my kids to/from before/after care at their school). But more importantly than that, a number of my cowrkers rely on the 72 in order to get to work ever day. There's no other metro route that comes anywhere near us (8500 River Road) that would fill in the gap. Even cutting service hours would have a detirmental		
These fire jumpers have no fear of consequences as the station managers, employees, guards and officers are not concerned as they do not confront them. In traveling around the country and the control with them. In traveling around the country and the country of the country for are noted. If I cound drive in and park downtown for less than 20 dollars, or take the Metrorall and pay 4.70 one way per person, or a total of 37.60 for all 4 roundtrip plus the 4.35 parking fee (42.95). No brainer, I will forego the Metrorall. Currently I spend 258.40 per month on Metrorall for my commutes, where I was paying 185.00 monthy parking. I suggest the far and services there's no point of us continuing to ride the Metroral that point we might as well get our license and drive a car if you're going to be paying up to 530 to get back and forth somewhere so y'all want us to work pay for a fare to get to work, and have to pay rent for d, electricity for the many rides who require this service to get to work, school, and other activities the east on the service is a crucial support for our are. Please consider all efforts to protect full 12 Metrobus is the onsider and boart Marijand X12 bus service. To 10 years thas been my back-up plan to get to work from in the event something happens to my car (I usually drive because I also need to get my kids to/from before/after care at their school). But more importantly than that, a number of my kids for the count key day. There's no other metror out te har ong and where are outer out would fill in the gap. Even counting service hourts would have a detiremental impact on the timing and availability of their works hist, I recorging the neet countof costs, but sure there are other routes that so have some form		
offices are not concerned as they do not confront them. In traveling around the country and the world, I find WMATA Metro fares to be more expensive than most, and with an increase during commuting hours. By having one set price, whether one rides for 1 stop or end to end. Much like the New York City fare model. If I come into DC with my Family of 4, I could drive in and park downtown for less than 20 dollars, or take the Metrorail and pay 4.70 one way per person, or a total of 37.60 for all 4 roundring plus the 4.95 parking fee (42.95). No brainer, I will forego the Metro rail. Currently I spend 258.40 per month on Metrorail for my commute, where I was paying 185.00 monthly parking. I suggest holding fare jumpers accountable instead of pruishing hones: The top to the Metro at that point we might as well get our license and drive a car if you're going to be paying up to 530 to get back and forth somewhere so yill want us to work pay for a fare to get to work and have to pay rent food, electricity an writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the county?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Star Kremonas Hello, I'm septically concerned about Maryland's T2 bus route. For 10 years it has been my back-up plan to get to work from in the event something happens to my car (I usually drive because I also need or yet wick form before/after care at their school). But more importantly than that, an unheer of my coworkers rely on the T2 in order to get to work every day. There's no other metro route that comes anywhere near us (8500 Nier Road) that would fill in the		
world, I find WMATA Metro fares to be more expensive than most, and with an increase during commuting hours. By having one set price, whether one rides for 1 stop or end to end. Much like the New York City fare model. If Come into DC with my Family of 1, could drive in and park downtown for less than 20 dollars, or take the Metrorail and pay 4.70 one way per person, or a total of 37.60 for all 4 round trip plus the 4.95 parking fee (42.95). No brainer, I will forego the Metro rail. Currently I spend Fare Evasion/Safety/Crime 1 feel like if they up the Metro fare and services there's no point of us continuing to ride the Metro at that point we might as well get our license and drive a car if you're going to be paying up to 530 to get back and forth somewhere so y'all want us to work pay for a fare to get to work and have to pay rent to do dividuals, businesses and families to access Potomas and Bethesda. The T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Fares/Fees/Parking I deel like if they up the Metrof in the event something happens to my car (I usually drive because I also need to get work (School, and other activities. Fares/Fees/Parking I am writing to you today to express how vital the T2 Metrobus route is to ourt, which is critical for the Comtry's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Bus Service Hello, I'm specifically concerned about Maryland's T2 bus route. For 10 years it has been my back-up plan to get to work kerey day. There's no other metro route that comes anywhere near us (8500 River Road) that would		
commuting hours. By having one set price, whether one rides for 1 stop or end to end. Much like the New York City fare model. If 1 come into DC with my Family of 4, I could drive in and park downtown for less than 20 dollars, or take the Metrorail and payk 4.70 one way per person, or a total of 37.60 for all 4 roundtrip plus the 4.95 parking fee (42,95). No brainer, I will forego the Metro rail. Currently I spend 258.40 per month on Metrorail for my commute, where I was paying 185.00 monthly parking. I suggest holding fare jumpers accountable instead of punishing honest commuters. If feel like if they up the Metro fare and services there's no point of us continuing to ride the Metro at that point we might as well get our license and drive a car if you're going to be paying up to 530 to get back and forth somewhere so y'all want us to work pay for a fare to get to work and have to pay rent food , electricity I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County? Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Star Kremonas Hello, I'm specifically concerned about Maryland's T2 Dus route. For 10 years it has been my back-up plan to get to work from in the event something happens to my car (I usually drive because laiso need to get my kids to/from before/after care at their school). But more importantly than that, a number of my coworkers rely on the T2 in order to get to work schifts. I recognize the need to control costs, but survely there are other routes that so have some forms of alternative rail/bus route options that could be reduced/eliminated before this vital service that would completely cut off a significant that could be metuced/eliminated before this vital		
New York City fare model. If I come into DC with my Family of 4, I could drive in and park downtown for less than 20 dollars, or take the Metrorail and pay 4.70 one way per person, or a total of 37.60 for all 4 roundtrip plus the 4.55 parking fee (42.55). No brainer, I will forego the Metro rail. Currently I spend 258.40 per month on Metrorail for my commute, where I was paying 185.00 monthly parking. I suggest holding fare jumpers accountable instead of punishing honest commuters. If feel like if they up the Metro fare and services there's no point of us continuing to ride the Metro at that point we might as well get our license and drive a car if you're going to be paying up to \$30 to get back and forth somewhere so y'all want us to work pay for a fare to get to work and have to pay ret food , electricity. I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County? Recompy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Hello, I'm specifically concerned about Maryland's T2 bus route. For 10 years it has been my back-up plan to get to work from in the event something happens to my car (I usually drive because I also need to get my kids to/from before/after care at their school). But more importantly than that, a number of my cowrekers rely on the T2 in order to get to work shy is. I recognize the need to control costs, but surely there are other routes that so have some forms of alternative rail/bus route options that could be reduced/eliminated before this vital service hat would completely cut off a significant suburb from the EO metro system. Thank you for your consideration.		
less than 20 dollars, or take the Metrorail and pay 4.70 one way per person, or a total of 37.60 for all 4 roundtrip plus the 4.95 parking fee (42.95). No brainer, I will forego the Metro rail. Currently I suggest holding fare jumpers accountable instead of punishing honest commuters. Fare Evasion/Safety/Crime I feel like if they up the Metro fare and services there's no point of us continuing to ride the Metro at that point we might as well get our license and drive a car if you're going to be paying up to \$30 to get back and forth somewhere so yall want us to work pay for a fare to get to work and have to pay rent food, electricity Fare Services there's no point of us continuing to ride the Metro at that point we might as well get our license and families to access Potomac and Bethesda. The 12 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?'s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full 12 Metrobus for he many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Star Kremonas Hello, I'm specifically concerned about Maryland's 12 bus route. For 10 years it has been my back-up lan to get to work from in the event something happens to my car (I usually drive because I also need to get my kids to/from before/after care at their school). But more importantly than that, a number of my coworkers rely on the T2 in order to get to work shifts. I recognize the need to control costs, but surely there are other routes that so have some forms of alternative rail/bus route options that could be reduced/eliminated before this vital service that would completely cut off a significant suburb from the DC metro system. Thank you for your consideration.		
roundtrip plus the 4.95 parking fee (42.95). No brainer, I will forego the Metro rail. Currently I spend 258.40 per month on Metrorail for my commute, where I was paying 185.00 monthly parking. Issugest holding fare jumpers accountable instead of punishing honest commuters. I feel like if they up the Metro fare and services there's no point of us continuing to ride the Metro at that point we might as well get our license and drive a car if you're going to be paying up to 530 to get back and forth somewhere so y'all want us to work pay for a fare to get to work and have to pay rent food , electricity I am writing to you today to express how vital the T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Star Kremonas Hello, I'm specifically concerned about Maryland's T2 bus route. For 10 years it has been my back-up plan to get to work from in the event something happens to my car (I usually drive because I also need to get my kids to/from before/after care at their school). But more importantly than that, a number of my coworkers rely on the T2 in order to get to work sub rout ging service hour would have a anywhere near us (8500 River Road) that would fill in the gap. Even cutting service hours would have a detrimental impact on the timing and availability of their work shifts. I recognize the need to control costs, but surely there are other routes that so have some forms of alternative rail/bus route options that could be reduced/eliminated before this wital service that would completely cut off a significant suburb from the DC metro system. Thank you for your consideration. Bus Service		
258.40 per month on Metrorail for my commute, where I was paying 185.00 monthly parking. I suggest Fare Evasion/Safety/Crime holding fare jumpers accountable instead of punishing honest commuters. Fare Evasion/Safety/Crime If feel like if they up the Metro fare and services there's no point of us continuing to ride the Metro at that point we might as well get our license and drive a car if you're going to be paying up to \$30 to get back and forth somewhere so y'all want us to work pay for a fare to get to work and have to pay rent food , electricity Fares/Fees/Parking I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County? Fares/Fees/Parking Metrobus for the many riders who require this service to get to work, school, and other activities. Bus Service Thank you for your time and consideration. Star Kremonas Bus Service Hello, I'm specifically concerned about Maryland's T2 bus route. For 10 years it has been my back-up plan to get to work from in the event something happens to my car (I usually drive because I also need to get to work work shifts. I recognize the need to control costs, but surely there are other routes that sould Bur every the vorte share shows on the metro route that comes anywhere near us (8500 River Road) that would film in the gap. Even cutting service hours would have a determinated before this vital service that would completely cut off a significant suburb from the CC metro system. Thank you for your consideration.		
holding fare jumpers accountable instead of punishing honest commuters. Fare Evasion/Safety/Crime I feel like if they up the Metro fare and services there's no point of us continuing to ride the Metro at that point we might as well get our license and drive a car if you're going to be paying up to \$30 to get back and forth somewhere so y'all want us to work pay for a fare to get to work and have to pay rent food , electricity Fare Evasion/Safety/Crime I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Star Kremonas Bus Service Hello, I'm specifically concerned about Maryland's T2 bus route. For 10 years it has been my back-up plan to get to work from in the event something happens to my car (I usually drive because I also need to get my kids to/from before/after care at their school). But more importantly than that, a number of my coworkers rely on the T2 in order to get to work schifts. I recognize the need to control costs, but surely there are other routes that so have some forms of alternative rail/bus route options that could be reduced/eliminated before this vital service that would completely cut off a significant suburb from the DC metro system. Thank you for your consideration. Bus Service		
I feel like if they up the Metro fare and services there's no point of us continuing to ride the Metro at that point we might as well get our license and drive a car if you're going to be paying up to \$30 to get back and forth somewhere so y'all want us to work pay for a fare to get to work and have to pay rent food, electricity I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Star Kremonas Hello, 'm specifically concerned about Maryland's T2 bus route. For 10 years it has been my back-up plan to get to work rom in the event something happens to my car (I usually drive because I also need to get my kids to/from before/after care at their school). But more importantly than that, a number of my coworkers rely on the T2 in order to get to work estifts. I recognize the need to control costs, but surely there are other routes that so have some forms of alternative rail/bus route options that could be reduced/eliminated before this vital service that would completely cut off a significant suburb from the DC metro system. Thank you for your consideration.		
that point we might as well get our license and drive a car if you're going to be paying up to \$30 to get back and forth somewhere so y'all want us to work pay for a fare to get to work and have to pay rent food , electricity Fares/Fees/Parking Fares/Fees/Park		rare Evasion/Salety/Urime
back and forth somewhere so y'all want us to work pay for a fare to get to work and have to pay rent Fares/Fees/Parking food _electricity Fares/Fees/Parking I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital Fares/Fees/Parking I am writing to you today, businesses and families to access Potomac and Bethesda. The T2 Metrobus Fares/Fees/Parking is the only reliable public transportation to this part of the County, which is critical for the County?s Economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Bus Service Hello, I'm specifically concerned about Maryland's T2 bus route. For 10 years it has been my back-up Bus Service plan to get to work from in the event something happens to my car (I usually drive because I also need I or get my kids to/from before/after care at their school). But more importantity than that, a number of my coworkers rely on the T2 in order to get to work shifts. I recognize the need to control costs, but surely there are other routes that so have some forms of alternative rail/bus route options casts, but surely there are other routes that so have some forms of alternative rail/bus route options bus Service suburb from the DC metro system. Thank you for your consideration. Bus Service		
food , electricity Fares/Fees/Parking I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Star Kremonas Bus Service Hello, I'm specifically concerned about Maryland's T2 bus route. For 10 years it has been my back-up plan to get to work from in the event something happens to my car (I usually drive because I also need to get my kids to/from before/after care at their school). But more importantly than that, a number of my coworkers rely on the T2 in order to get to work every day. There's no other metro route that comes anywhere near us (8500 River Road) that would fill in the gap. Even cutting service hours would have a detrimental impact on the timing and availability of their work shifts. I recognize the need to control costs, but surely there are other routes that so have some forms of alternative rail/bus route options that could be reduced/eliminated before this vital service that would completely cut off a significant suburb from the DC metro system. Thank you for your consideration. Bus Service		
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County? is economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Star Kremonas Hello, i'm specifically concerned about Maryland's T2 bus route. For 10 years it has been my back-up plan to get to work from in the event something happens to my car (I usually drive because I also need to get to work rear at their school). But more importantly than that, a number of my coworkers rely on the T2 in order to get to work every day. There's no other metro route that comes anywhere near us (8500 River Road) that would fill in the gap. Even cutting service hours would have a detrimental impact on the timing and availability of their work shifts. I recognize the need to control costs, but surely there are other routes that so have some forms of alternative rail/bus route options that could be reduced/eliminated before this vital service that would completely cut off a significant suburb from the DC metro system. Thank you for your consideration.		
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Star Kremonas Hello, I'm specifically concerned about Maryland's T2 bus route. For 10 years it has been my back-up plan to get to work from in the event something happens to my car (I usually drive because I also need to get my kids to/from before/after care at their school). But more importantly than that, a number of my coworkers rely on the T2 in order to get to work kits. I recognize the need to control costs, but surely there are other routes that so have some forms of alternative rail/bus route options that could be reduced/eliminated before this vital service that would completely cut off a significant suburb from the DC metro system. Thank you for your consideration.		
is the only reliable public transportation to this part of the County, which is critical for the County?s economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Star Kremonas Hello, I'm specifically concerned about Maryland's T2 bus route. For 10 years it has been my back-up plan to get to work from in the event something happens to my car (I usually drive because I also need to get my kids to/from before/after care at their school). But more importantly than that, a number of my coworkers rely on the T2 in order to get to work kevey day. There's no other metro route that comes anywhere near us (8500 River Road) that would fill in the gap. Even cutting service hours would have a detrimental impact on the timing and availability of their work shifts. I recognize the need to control costs, but surely there are other routes that so have some forms of alternative rail/bus route options that could be reduced/eliminated before this vital service that would completely cut off a significant suburb from the DC metro system. Thank you for your consideration. Bus Service		
economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Star Kremonas Hello, I'm specifically concerned about Maryland's T2 bus route. For 10 years it has been my back-up plan to get to work from in the event something happens to my car (I usually drive because I also need to get my kids to/from before/after care at their school). But more importantly than that, a number of my coworkers rely on the T2 in order to get to work evey day. There's no other metro route that comes anywhere near us (8500 River Road) that would fill in the gap. Even cutting service hours would have a detrimental impact on the timing and availability of their work shifts. I recognize the need to control costs, but surely there are other routes that so have some forms of alternative rail/bus route options that could be reduced/eliminated before this vital service that would completely cut off a significant suburb from the DC metro system. Thank you for your consideration. Bus Service		
Metrobus for the many riders who require this service to get to work, school, and other activities. Bus Service Thank you for your time and consideration. Star Kremonas Bus Service Hello, I'm specifically concerned about Maryland's T2 bus route. For 10 years it has been my back-up plan to get to work from in the event something happens to my car (I usually drive because I also need to get my kids to/from before/after care at their school). But more importantly than that, a number of my coworkers rely on the T2 in order to get to work event day. There's no other metro route that comes anywhere near us (8500 River Road) that would fill in the gap. Even cutting service hours would have a detrimental impact on the timing and availability of their work shifts. I recognize the need to control costs, but surely there are other routes that so have some forms of alternative rail/bus route options that could be reduced/eliminated before this vital service that would completely cut off a significant suburb from the DC metro system. Thank you for your consideration. Bus Service		
Thank you for your time and consideration. Star Kremonas Bus Service Hello, I'm specifically concerned about Maryland's T2 bus route. For 10 years it has been my back-up plan to get to work from in the event something happens to my car (I usually drive because I also need to get my kids to/from before/after care at their school). But more importantly than that, a number of my cowckers rely on the T2 in order to get to work keyed day. There's no other metro route that comes anywhere near us (8500 River Road) that would fill in the gap. Even cutting service hours would have a detrimental impact on the timing and availability of their work shifts. I recognize the need to control costs, but surely there are other routes that so have some forms of alternative rail/bus route options that could be reduced/eliminated before this vital service that would completely cut off a significant suburb from the DC metro system. Thank you for your consideration. Bus Service		
Hello, I'm specifically concerned about Maryland's T2 bus route. For 10 years it has been my back-up plan to get to work from in the event something happens to my car (I usually drive because I also need to get my kids to/from before/after care at their school). But more importantly than that, a number of my coworkers rely on the T2 in order to get to work evey day. There's no other metro route that comes anywhere near us (8500 River Road) that would fill in the gap. Even cutting service hours would have a detrimental impact on the timing and availability of their work shifts. I recognize the need to control costs, but surely there are other routes that so have some forms of alternative rail/bus route options that could be reduced/eliminated before this vital service that would completely cut off a significant suburb from the DC metro system. Thank you for your consideration. Bus Service		
plan to get to work from in the event something happens to my car (I usually drive because I also need to get my kids to/from before/after care at their school). But more importantly than that, a number of my coworkers rely on the T2 in order to get to work evey day. There's no other metro route that comes anywhere near us (8500 River Road) that would fill in the gap. Even cutting service hours would have a detrimental impact on the timing and availability of their work shifts. I recognize the need to control costs, but surely there are other routes that so have some forms of alternative rail/bus route options that could be reduced/eliminated before this vital service that would completely cut off a significant suburb from the DC metro system. Thank you for your consideration. Bus Service		Bus Service
to get my kids to/from before/after care at their school). But more importantly than that, a number of my coworkers rely on the T2 in order to get to work evey day. There's no other metro route that comes anywhere near us (8500 River Road) that would fill in the gap. Even cutting service hours would have a detrimental impact on the timing and availability of their work shifts. I recognize the need to control costs, but surely there are other routes that so have some forms of alternative rail/bus route options that could be reduced/eliminated before this vital service that would completely cut off a significant suburb from the DC metro system. Thank you for your consideration. Bus Service		
my coworkers rely on the T2 in order to get to work evey day. There's no other metro route that comes anywhere near us (8500 River Road) that would fill in the gap. Even cutting service hours would have a detrimental impact on the timing and availability of their work shifts. I recognize the need to control costs, but surely there are other routes that so have some forms of alternative rail/bus route options that could be reduced/eliminated before this vital service that would completely cut off a significant suburb from the DC metro system. Thank you for your consideration. Bus Service		
anywhere near us (8500 River Road) that would fill in the gap. Even cutting service hours would have a detrimental impact on the timing and availability of their work shifts. I recognize the need to control costs, but surely there are other routes that so have some forms of alternative rail/bus route options that could be reduced/eliminated before this vital service that would completely cut off a significant suburb from the DC metro system. Thank you for your consideration. Bus Service		
detrimental impact on the timing and availability of their work shifts. I recognize the need to control costs, but surely there are other routes that so have some forms of alternative rail/bus route options that could be reduced/eliminated before this vital service that would completely cut off a significant suburb from the DC metro system. Thank you for your consideration. Bus Service		
costs, but surely there are other routes that so have some forms of alternative rail/bus route options that could be reduced/eliminated before this vital service that would completely cut off a significant suburb from the DC metro system. Thank you for your consideration. Bus Service		
that could be reduced/eliminated before this vital service that would completely cut off a significant suburb from the DC metro system. Thank you for your consideration. Bus Service		
suburb from the DC metro system. Thank you for your consideration. Bus Service		
Too expensive are the rates Miscellaneous		
	Too expensive are the rates	Miscellaneous

Comment	Category
To Whom It May Concern, My Malcolm X ES community has been requesting for at least 9 years to acquire a bus route near our school to support their travel from the Alabama Ave corridor to our school	
at 15th and Mississippi Ave. S.E. It has been a struggle for them to attend their neighborhood school	
due to transportation and travel safety concerns. My community and I have met with DDOT, WMATA,	
Ward 8 Councilman Trayon White, Manager of Community Affairs and Engagement DCPS Sharona	
Robinson, Director of Planning and Analysis/Office of the Deputy Mayor of Education Jennifer Comey,	
parents, and school community to address the concerns of not having public transportation access.	
Historically, Malcolm X ES was located on Alabama Ave., where there was busing and the Congress	
Heights subway. Most of the attending students lived on the Alabama Ave. corridor. Once Malcolm X ES	
was relocated to our now location the high need and access to public transportation has not come to	
fruition. To share our new and exciting growth for our school- a full modernization of our building	
beginning in July 2024, Boundary Study (new drawing of our boundary map will include at least 100 ?	
200 more families in our neighborhood school boundary), and just recently we became a Connected	
School garnering our school more funding and resources for our programming. As you can see to show	
inclusiveness to our families, we would need a bus service to bring our families to their neighborhood	
school. We are ready to grow our enrollment and serve our communities? needs with a public bus	
service. It would be a respectful and equitable way to show Ward 8 communities that we are here for	
their educational and public service needs in our community. Sincere Regards, Principal Berry-Young	
Malcolm X Elementary School zara.berry-young@k12.dc.gov	Bus Service
To reduce expenses, Metro should, at the Greenbelt Metro station, during daylight hours, turn off the	
lights that illuminate the very large Park-N-Ride lot. For several years, even during the brightest,	
sunniest, day, these lights are on all day. The same is true for the lights that illuminate the road that	
takes cars exiting the Park-N-Ride lot to I-495. While I realize that this alone will not solve Metro's	Operating Budget Mercenenet and Cronding
budget problems, this is a very easy cost cut that will have no adverse impact on riders. I believe that the fare increases, while attempting to address the budget shortfall, would prove to be	Operating Budget, Management and Spending
catastrophic for D.C. (and the surrounding metro areas) residents who are already struggling financially,	
partly due to transportation costs. I truly believe DC has the capacity to augment the budget allocated	
to public transportation infrastructure without imposing undue financial burdens on its residents.	Operating Budget, Management and Spending
Metro should be more accessible for those who cannot afford other means of transportation. If you	
reduce the operating hours or increase the fares, you affect low-income workers that operate in	
specific industries and rely on the metro for their daily commute. These cuts will affect the most	
vulnerable metro-users which are also the ones who need it the most. Is any of the proposed cuts	
impacting the salaries of METRO managers? I doubt it.	Fares/Fees/Parking
Please no changes	Miscellaneous
Lots of seniors use the L2 line to shop at the Giant on Conn. Avenue. Also, there's are several senior	
apartment buildings along that corridor to take folks to other shops in Chevy Chase. These destinations	
are just not safe or convenient for seniors with shopping carts to access via Metrorail.	Rail Service
Eliminating both the D6 and the 96 eliminates all connectivity for most of Hill East! Metrorail isn't a	
viable alternative to get to Union Station because you have to go all the way to Metro Center and	
backtrack on the Red Line.	Rail Service
service is essential to increasing ridership and connecting the region to work, culture, arts,	
entertainment, family, medical needs, and more. Fare increases are reasonable but cutting service is	
not. additional service fees could be added to rush hour customers coming in from MD and VA as well	
as airport trips.	Fares/Fees/Parking
Consider significantly hiking fares for metro rail outside of DC. If DC is helping to fund the shortfall in the budget, DC residents should not take the brunt of the costs. In other metro rail systems, such as	
New York, it costs much more to go to the suburbs outside the city. DC residents need the service and	
should not be punished if Virginia doesn't want to pay for it.	Operating Budget, Management and Spending
Cutting off service after Stadium-Armory would be a great disservice to those east of the river and	
increase car traffic into DC too. More bike infrastructure!	Service Levels
Reducing service levels will further push customers away from the system, so I would avoid that at all	
costs. Metro needs to find more efficiencies internally rather than taking measures that push customers	
away, because the whole region suffers when transit access is reduced.	Fares/Fees/Parking
Please do all you can to prevent WMATA from decreasing the service areas for Metro Access. This	
change will affect thousands of riders. With no time to prepare for this change. And some will not be	
able to change since they have relied on this service for 20 plus years. Many lives will be affected by	MetroAccess
Please dont increase fares, we already have inflation to deal with	Fares/Fees/Parking
hopefully exceeding) PRE-COVID RIDERSHIP LEVELS. Metro is no longer JUST a public utility - it must	
now be both a utility and an amenity. People are working from home now. You need to give them a	
reason to keep coming into the city, to keep sitting down in restaurants, and to keep visiting	
monuments. Don't just make the metro functional - make it fun to ride. 1. Because buses already	
represent such a small share of the city's emissions, it is baffling to me why WMATA wants to transition	
to an all-electric fleet. The best way to reduce emissions is to get most drivers off the roads and on the	
buses and trains. Hold off on electrification until that has been accomplished 2. Fare increases are	
important to prioritize over service cuts. Maintaining and expanding service levels is important because	
it ensures there is no redundant infrastructure (buses in parking lots, railcars on standby). It's also a	
matter of inducing as much demand for metro as possible. Additionally, if you DO cut service, what	
happens if there's a demand spike you didn't predict? You won't have the necessary staff and resources	
on hand to deal with that kind of scenario if you've already cut service. 3. Please enforce fares. Fare	
dodgers are disproportionately more likely to be carrying a gun or knife, so they increase the risk of	
violent crime on the metro while also decreasing revenue. This also causes a loss in ridership, as some	
who have a convenient alternative to metro and an overinflated perception of crime rates on the tracks may stop choosing to take the metro outright. 4. PLEASE automate the door open/close process on	
your metro cars. I have never seen another commuter rail system in the United States that features	
such long waits between when the railcar stops and when the doors finally open. I wouldn't be	
surprised if wait times improve by more than 5% upon resolving this annoying issue. Sometimes 20	
seconds will pass before those doors open! 5. Your long term objective should be to automate the	
trains and retrain your conductors as onboard safety guards. This would increase operational efficiency,	
safety response times, and customer experience, and you wouldn't even have to lay people off! 6. Even	
if it's at or near the end of a line, there should never be 30+ minute wait times at outdoor stations in	
the wintertime. I've seen so many riders stuck outside without proper winter attire for extended	
periods of time in the cold months of the year. I fear some of your service cut proposals will exacerbate	
this issue. 7. BUSES: I know visualizing bus lines in an easy-to-read way is an extraordinarily difficult	
puzzle to solve, but it's so, so important. If you can lock a few people on your planning team in a room	
and tell them they can't come out until they can make the bus lines easy to understand (naming system	Bus Service
G8 is the only bus in the NE corner of DC. We have teenagers who use it on weekends. We have the	
elderly who use it to get to church. We have families with 1 or no cars. How can you cast off this lifeline	
	Bus Service
of o this neighborhood?! Strongly oppose changes to the G8 line	
of o this neighborhood?! Strongly oppose changes to the G8 line Please expand service to late nights on weekends! More people going out/coming back from late shifts/going to late shifts would very much appreciate additional service.	Capital Budget

Comment	Category
The proposals would make the network practically unusable and would have endless downstream	
effects on quality of life for all DC residents	Miscellaneous
Please don?t cut the D6 bus route!! I really hope that weekday rush hour service is not eliminated and that metrorail continues to operate	Bus Service
more frequently. The proposed service cuts would make DC a much less livable city and would lead to	
me driving to work instead of taking the metro (thereby increasing emissions and traffic).	Bus Service
It is outrageous how the metro easily increases prices to pay for their inability to stay within the	
budget. Maybe instead, they need to start using their budget more efficiently and effectively. Can the	
metro share their full budget and how they spend it?	Operating Budget, Management and Spending
Please don?t cut service for routes that kids use to got to and from school.	Bus Service
Fare evasion needs to END. Recommend hiring more police and prosecute evaders. The reduction of	
evasion will pay for the staff.	Fare Evasion/Safety/Crime
I understand that Metro is in a very difficult budget situation and I sincerely appreciate that it's	
exploring many different means of covering this deficit. However, I strongly advise against cutting the	
D6 bus route. Myself, along with many other parents and caregivers, regularly use it (several times a	
week) to access museums, libraries and more with our children. I love the bus for its ease and	
frequency of stops, and the drivers are always friendly. Riding it is really a bright spot in the day for me	
and my toddler. The D6 is very conveniently located throughout our Capitol Hill neighborhood and it's	
so much easier to navigate the bus with a stroller than it is making the trek to Eastern Market metro.	
Taking the metro adds a 17 min walk + ~5-10 extra min navigating elevators each way. I do wish there	
was a way to enforce payment once people board the bus, however. Often times, I will try to pay with	
my phone but the reader has been broken. Anecdotally, I also see many people (several people each ride) simply walk past the reader without making any effort to pay. I don't want to place drivers in an	
unsafe or confrontational position, but I am curious if there are ways to require payment so that the	
budget deficit wasn't so great.	Operating Budget, Management and Spending
Metro has finally just been getting back to having sufficient service. I would significantly rather see fare	operating addget, management and operating
increases over service reductions. Also, stop wasting money trying to catch fare evaders. I would be	
shocked if you didn't spend far more on the new fare evader turnstiles than you 'lose' through fare	
evasions.	Fare Evasion/Safety/Crime
We need buses to connect to the last metro train of the service day.	Bus Service
STOP MAKING NEW FARE GATES AND JUST RUN THE METRO AND METRO BUS!!!!!	Bus Service
Bus 42/43 weekend service is ESSENTIAL for those coming to work in the AdamsMorgan/Kalorama	
area. ESSENTIAL for those who can grocery shop only on weekends.	Bus Service
Public transportation is crucial; there should be neither service cuts nor fare increases (or fare increases	
and more low income discounts). we are pricing people out of the city and making it harder and harder	
for them to get to work. i know this isn't an option on the table but the government needs to subsidize	
these systems. the better it is, the more people will use the system. this makes me sad.	Bus Service
Keep Bus route 74	Bus Service
We need to maintain a healthy area to live in.	Miscellaneous
Those using metrorail and bus to go concerts sporting events, tourists in town, evenings out to not use	
their vehicles will be impacted for ending rail service at 10pm during the week including those in	
concierge services (hotels, office and condo bldgs) and employees working late. Raising rates or slowing	
down service times is better. Closing stations? How about opening for rush hour am and pm shifts for	
these stations M-F and closed weekends and holidays. I am sure there are those who don't mind	
working part-time.	
	Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus	
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering!	Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion	
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol	Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion	Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals	Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are	Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has	Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area.	Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. I am not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is	Bus Service Fare Evasion/Safety/Crime
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. iam not happy at all my ownly way of getting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go	Bus Service Fare Evasion/Safety/Crime Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. I am not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places	Bus Service Fare Evasion/Safety/Crime
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. i am not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on	Bus Service Fare Evasion/Safety/Crime Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. iam not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is	Bus Service Fare Evasion/Safety/Crime Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. i am not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make theveMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example	Bus Service Fare Evasion/Safety/Crime Bus Service MetroAccess
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. I am not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Bellevue, Washington Heights, eastern part of Deanwood etc.	Bus Service Fare Evasion/Safety/Crime Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. I am not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Bellevue, Washington Heights, eastern part of Deanwood etc. Metrobus is a vital public transportation service to many people who do not have access to Metrorail,	Bus Service Fare Evasion/Safety/Crime Bus Service MetroAccess
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. i am not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Bellevue, Washington Heights, eastern part of Deanwood etc. Metrobus is a vital public transportation service to many people who do not have access to Metrorail, ride shares or personal vehicles. There are a number of individuals who live East of the River and	Bus Service Fare Evasion/Safety/Crime Bus Service MetroAccess
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. i am not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make theveMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Bellevue, Washington Heights, eastern part of Deanwood etc. Metrobus is a vital public transportation service to many people who do not have access to Metrorail, ride shares or personal vehicles. There are a number of individuals who live East of the River and require reliable bus transportation to get to work, doctor appointments, childcare, etc. Many of the	Bus Service Fare Evasion/Safety/Crime Bus Service MetroAccess Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. i am not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Bellevue, Washington Heights, easterm part of Deanwood etc. Metrobus is a vital public transportation service to many people who do not have access to Metrorail, ride shares or personal vehicles. There are a number of individuals who live East of the River and require reliable bus transportation to get to work, doctor appointments, childcare, etc. Many of the routes you are planning on cutting or reducing services will impact employment and quality of life.	Bus Service Fare Evasion/Safety/Crime Bus Service MetroAccess
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. i am not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make theveMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Bellevue, Washington Heights, eastern part of Deanwood etc. Metrobus is a vital public transportation service to many people who do not have access to Metrorail, ride shares or personal vehicles. There are a number of individuals who live East of the River and require reliable bus transportation to get to work, doctor appointments, childcare, etc. Many of the	Bus Service Fare Evasion/Safety/Crime Bus Service MetroAccess Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. iam not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Bellevue, Washington Heights, eastern part of Deanwood etc. Metrobus is a vital public transportation service to many people who do not have access to Metrorail, ride shares or personal vehicles. There are a number of individuals who live East of the River and require reliable bus transportation to get to work, doctor appointments, childcare, etc. Many of the routes you are planning on cutting or reducing services will impact employment and quality of life. I would rather wait a bit longer to get a train or bus, rather than have the whole line cut. But I would	Bus Service Fare Evasion/Safety/Crime Bus Service MetroAccess Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. iam not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Bellevue, Washington Heights, eastern part of Deanwood etc. Metrobus is a vital public transportation service to many people who do not have access to Metrorail, ride shares or personal vehicles. There are a number of individuals who live East of the River and require reliable bus transportation to get to work, doctor appointments, childcare, etc. Many of the routes you are planning or cutting or reducing services will impact employment and quality olifie.	Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. i am not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Bellevue, Washington Heights, eastern part of Deanwood etc. Metrobus is a vital public transportation service to many people who do not have access to Metrorail, ride shares or personal vehicles. There are a number of individuals who live East of the River and require reliable bus transportation to get to work, doctor appointments, childcare, etc. Many of the routes you are planning on cutting or reducing services will impact employment and quality of life. I would rather wait a bit longer to get a train or bus, rather than have the whole line cut. But I would also prefer to not have fare increases. I think better fare gates should be installed, so people will actually pay their fare	Bus Service Fare Evasion/Safety/Crime Bus Service MetroAccess Bus Service Bus Service Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. i am not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make theeMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Bellevue, Washington Heights, eastern part of Deanwood etc. Metrobus is a vital public transportation service to many people who do not have access to Metrorail, ride shares or personal vehicles. There are a number of individuals who live East of the River and require reliable bus transportation to get to work, doctor appointments, childcare, etc. Many of the routes you are planning on cutting or reducing services will impact employment and quality of life. I would rather wait a bit longer to get a train or bus, rather than have the whole line cut. But I would also prefer to not have fare increases. I think better fare gates should be installed, so people will actually pay their fare I am fortunate to be able to pay higher fares, but I am concerned abou	Bus Service Fare Evasion/Safety/Crime Bus Service MetroAccess Bus Service Bus Service Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. iam not happy at all my ownly way of getting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Bellevue, Washington Heights, eastern part of Deanwood etc. Metrobus is a vital public transportation service to many people who do not have access to Metrorail, ride shares or personal vehicles. There are a number of individuals who live East of the River and require reliable bus transportation to get to work, doctor appointments, childcare, etc. Mary of the routes you are planning on cutting or reducing services will impact meloyment and quality of life. I would also prefer to not have fare increases. I think better fare gates should be installed, so people will actually pay their fare increases. I think better fare gates should be installed, so people will actually pay their fare increases. I think better fare gates should be installed, so pe	Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Bus Service Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. iam not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Bellevue, Washington Heights, eastern part of Deanwood etc. Metrobus is a vital public transportation service to many people who do not have access to Metrorail, ride shares or personal vehicles. There are a number of individuals who live East of the River and require reliable bus transportation to get to work, doctor appointments, childcare, etc. Many of the routes you are planning on cutting or reducing services will impact temployment and quality of life. I would rather wait a bit longer to get a train or bus, rather than have the whole line cut. But I would also prefer to not have fare increases. I think better fare gates should be installed, so people will actually pay their fare I am fortunate to be able to pay highe	Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Bus Service Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 out of activation out is an ort happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Bellevue, Washington Heights, eastern part of Dearwood etc. Metrobus is a vital public transportation to get to work, doctor appointments, childcare, etc. Many of the routes you are planning on cutting or reducing services will impact the whole line cut. But I would also prefer to not have fare increases. I think better fare gates should be installed, so people will actually pay their fare I am fortunate to be able to pay higher fares. I would support the preference of those WMATA preferences over my own. This is not an either or situation for fare increases or service cuts. DC, MD and VA governments NEED to fully fund ALL PUBLIC TRANSIT AGENCIES. there are third world countries with better public transit service than one of the wealthiest areas of the United States. That's embarrassing.	Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Bus Service Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. iam not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make theeMetroacces fair \$1 or \$2 or leve it at \$4 Please i want2go places. We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Bellevue, Washington Heights, eastern part of Deanwood etc. Metrobus is a vital public transportation service to many people who do not have access to Metrorail, ride shares or personal vehicles. There are a number of individuals who live East of the River and require reliable bus transportation to get to work, doctor appointments, childcare, etc. Many of the routes you are planning on cutting or reducing services will impact temployment and quality of life. I would rather wait a bit longer to get a train or bus, rather than have the whole line cut. But I would also prefer to not have fare increases. I think better fare gates should be installed, so people will actually pay their fare I am fortunate to be able to pay higher fares. I would support the pre	Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. I am not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Belleuvue, Washington Heights, eastern part of Deanwood etc. Metrobus is a vital public transportation service to many people who do not have access to Metrorail, ride shares or personal vehicles. There are a number of individuals who live fast of the River and require reliable bus transportation to get to work, doctor appointments, childcare, etc. Many of the routes you are planning on cutting or reducing services will impact employment and quality of life. I would rather wait a bit longer to get a train or bus, rather than have the whole line cut. But I would also prefer to not have fare increases. I think better fare gates should be installed, so people will actually pay their fare I am fortunate to be able to pay high	Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. iam not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Bellevue, Washington Heights, eastern part of Deanwood etc. Metrobus is a vital public transportation service to many people who do not have access to Metrorail, ride shares or personal vehicles. There are a number of individuals who live East of the River and require reliable bus transportation to get to work, doctor appointments, childcare, etc. Mary of the routes you are planning on cutting or reducing services will impact they hole line cut. But I would also prefer to not have fare increases. I think better fare gates should be installed, so people will actually pay their fare I and or thus, rather than have the whole line cut. But I would also prefer to not have fare increases or service cuts. DC, MD and VA governments NEED to fully fund ALL	Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. i am not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Bellevue, Washington Heights, eastern part of Deanwood etc. Metrobus is a vital public transportation service to many people who do not have access to Metrorail, ride shares or personal vehicles. There are a number of individuals who live East of the River and require reliable bus transportation to get to work, doctor appointments, childcare, etc. Many of the routes you are planning or cutting or reducing services will impact employment and quality ol life. I would rather wait a bit longer to get a train or bus, rather than have the whole line cut. But I would also prefer to not have fare increases. I think better fare gates should be installed, so people upulic transportation and likely cannot afford higher fares. I would support the preference	Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. I am not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Belleuvue, Washington Heights, eastern part of Deamwood etc. Metrobus is a vital public transportation service to many people who do not have access to Metrorail, ride shares or personal vehicles. There are a number of individuals who live East of the River and require reliable bus transportation to get to work, doctor appointments, childcare, etc. Many of the routes you are planning on cutting or reducing services will impact employment and quality of life. I would rather wait a bit longer to get a train or bus, rather than have the whole line cut. But I would also prefer to not have fare increases. I think better fare gates should be installed, so people will accually pay their fare increases or service cuts. DC, MD and VA governments NEED to	Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. I am not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places UVe need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Bellevue, Washington Heights, eastern part of Deanwood etc. Metrobus is a vital public transportation service to many people who do not have access to Metrorail, ride shares or personal vehicles. There are a number of individuals who live East of the River and require reliable bus transportation to get to work, doctor appointments, childcare, etc. Mary of the routes you are planning on cutting or reducing services will impact meloyment and quality of life. I would rather wait a bit longer to get a train or bus, rather than have the whole line cut. But I would also prefer to not have fare increases. I think better fare gates should be installed, so people will actually pay their fare indereases of the United States. That's embarrassing. Eliminat	Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. i am not happy at all my ownly way of getting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Belleuw, Washington Heights, eastern part of Deanwood etc. Metrobus is a vital public transportation service to many people who do not have access to Metrorail, ride shares or personal vehicles. There are a number of individuals who live East of the River and require reliable bus transportation to get to work, doctor appointments, childcare, etc. Mary of the routes you are planning on cutting or reducing services will impact employment and quality of life. I would rather wait a bit longer to get a train or bus, rather than have the whole line cut. But I would also prefer to not have fare increases. I think better fare gates should be installed, so people will actually pay their fare I am fortunate to be able to pay higher fares. I would support	Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. i am not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Bellevue, Washington Heights, eastern part of Deanwood etc. Metrobus is a vital public transportation service to many people who do not have access to Metrorail, ride shares or personal vehicles. There are a number of individuals who live fast of the River and require reliable bus transportation to get to work, doctor appointments, childcare, etc. Many of the routes you are planning on cutting or reducing services will impact mployment and quality of life. I would rather wait a bit longer to get a train or bus, rather than have the whole line cut. But I would also prefer to not have fare increases. I think better fare gates should be installed, so people will accually pay their fare I am fortunate to be able to pay higher fares. I would support	Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. i am not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Bellevue, Washington Heights, eastern part of Deanwood etc. Metrobus is a vital public transportation service to many people who do not have access to Metrorail, ride shares or personal vehicles. There are a number of individuals who live fast of the River and require reliable bus transportation to get to work, doctor appointments, childcare, etc. Many of the routes you are planning on cutting or reducing services will impact mployment and quality of life. I would rather wait a bit longer to get a train or bus, rather than have the whole line cut. But I would also prefer to not have fare increases. I think better fare gates should be installed, so people will actually pay their fare	Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. iam not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Bellevue, Washington Heights, eastern part of Deanwood etc. Metrobus is a vital public transportation service to many people who do not have access to Metrorail, ride shares or personal vehicles. There are a number of individuals who live East of the River and require reliable bus transportation to get to work, doctor appointments, childcare, etc. Mary of the routes you are planning on cutting or reducing services will impact employment and quality of life. I would rather wait a bit longer to get a train or bus, rather than have the whole line cut. But I would also prefer to not have fare increases. I think better fare gates should be installed, so people will actually pay their fare I am fortunate to be able to pay higher fares. Jut I am concern	Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Elliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. i am not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Bellevue, Washington Heights, eastern part of Deanwood etc. Metrobus is a vital public transportation service to many people who do not have access to Metrorail, ride shares or personal vehicles. There are a number of individuals who live East of the River and require reliable bus transportation to get to work, doctor appointments, childcare, etc. Many of the routes you are planning on cutting or reducing services will impact employment and quality of life. I would rather wait a bit longer to get a train or bus, rather than have the whole line cut. But I would also prefer to not have fare increases. I think better fare gates should be installed, so people will actually pay their fare I am fortunate to be able to pay higher fares. I would suppor	Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. I am not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Bellevue, Washington Heights, eastem part of Deamwood etc. Metrobus is a vital public transportation service to many people who do not have access to Metrorail, ride shares or personal vehicles. There are a number of individuals who live fast of the River and require reliable bus transportation to get to work, doctor appointments, childcare, etc. Many of the routes you are planning on cutting or reducing services will impact employment and quality of life. I would rather wait a bit longer to get a train or bus, rather than have the whole line cut. But I would also prefer to not have fare increases. I think better fare gates should be installed, so people will accually pay therin fare I hand for higher fares. I would support the preference of tho	Bus Service Fare Evasion/Safety/Crime Bus Service MetroAccess Bus Service Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare evasion Elliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. i am not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Bellevue, Washington Heights, eastern part of Deanwood etc. Metrobus is a vital public transportation service to many people who do not have access to Metrorail, ride shares or personal vehicles. There are a number of individuals who live East of the River and require reliable bus transportation to get to work, doctor appointments, childcare, etc. Many of the routes you are planning on cutting or reducing services will impact employment and quality of life. I would rather wait a bit longer to get a train or bus, rather than have the whole line cut. But I would also prefer to not have fare increases. I think better fare gates should be installed, so people will actually pay their fare I am fortunate to be able to pay higher fares. I would suppor	Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service
I catch the 74 buses on daily basis to go work at the point, please consider not to remove this bus route. Thank you for considering! address fare vasion Eliminating the D6 would take away a vital route connecting business professionals who live on Capitol Hill to the downtown area, as well as students. I encourage wmata to look at how many professionals use the D6 for their morning work commute into the office. At a time when federal agencies are planning to return downtown, taking away the D6 would be a poor decision. Also, to what extent has wmata evaluated the cost benefit analysis of deploying BEV vehicles on these routes to save on gas costs? Overall, I encourage wmata to reconsider taking away the D6 as it is critical to our family getting to and from work and the downtown area. i am not happy at all my ownly way of geting around silverspiringSilverspring mdMaryland is metroaccess please make thweMake theMetroaccess fair \$1 or \$2 or leve it at \$4 Please i want2go places. We need to give serious though about the impact of these changes to those who more heavily rely on transit or have fewer resources for alternatives. The community impact of upper and middle class is very different than those in areas fully reliant on bus due to lack of metro stations. For example Bellevue, Washington Heights, eastern part of Deanwood etc. Metrobus is a vital public transportation service to many people who do not have access to Metrorail, ride shares or personal vehicles. There are a number of individuals who live East of the River and also prefer to not have fare increases. I think better fare gates should be installed, so people will actually pay their fare 1 am fortunate to be able to pay higher fares, but 1 am concerned about workers who truly need public transportation and likely cannot afford higher fares. I would support the preference of those WMATA preferences over my own. This is not an either or situation for fare increases or service cuts. DC, MD and VA governments NEED to fully fund A	Bus Service Fare Evasion/Safety/Crime Bus Service MetroAccess Bus Service Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service

Comment Category The proposed bus cuts would be devastating and lead many in my neighborhood to turn to driving, making existing traffic safety issues worse. Bus Service Longer wait times would just make me order an Uber to get places, I'm fine with paying more for the train/bus if it's consistent and timely. Metrorail closing at 2am on the weekends I think is a great idea, it would definitely get me to use the train more and I'd enjoy more time out and about without having	
making existing traffic safety issues worse. Bus Service Longer wait times would just make me order an Uber to get places, I'm fine with paying more for the train/bus if it's consistent and timely. Metrorail closing at 2am on the weekends I think is a great idea, Image: Construction of the train/bus if it's consistent and timely. Metrorail closing at 2am on the weekends I think is a great idea,	
Longer wait times would just make me order an Uber to get places, I'm fine with paying more for the train/bus if it's consistent and timely. Metrorail closing at 2am on the weekends I think is a great idea,	
train/bus if it's consistent and timely. Metrorail closing at 2am on the weekends I think is a great idea,	
In a source of a second to use the train more and the enjoy more table out and about without having [
to hurry back early to a metro stop. Bus Service	
I feel like they already tried adjusting the hours and service changes (ie Silver Spring turnaround, etc),	
and they weren?t great. It just frustrates riders more than anything. Increasing prices while your loyal	
riders continue to ride is just a slap in the face to me. My employer never increases the amount they	
give us to help pay for metro and it just makes me take more days off so that I can offset the cost	
increase. I?m not speaking of gov employees who gets hundreds of \$\$-but the other commuters like	
me who are just trying to make ends meet. Fares/Fees/Parking	
Closing metro stations and eliminating bus routes should be the absolute LAST option. The biggest strength in public transit is its reach to the greatest locations with the greatest frequency of service.	
PLEASE PLEASE do not eliminate the K9 bus routel Bus Service Bus Service	
This survey isn't really well done. It asks about whether cuts would affect my choice, but what if i have	
no choice? My house has one car and I rely on red line to get to work (Rockville). If there are turn backs,	
I can't reliably get to work. It makes my whole life harder. That's not an option other than to say 'I don't	
support.' Miscellaneous	
I feel like we?ve already tried the turnaround spots (is Silver Spring/Grvesnor), and cutting the time the	
trains run and it wasn?t successful. It just irritates people because wait times are longer. It feels like	
your loyal riders are being penalized for continuing to ride. My employer does not increase the amount	
they give us to help pay for parking/metro any time there is a price increase, which means I will take	
the train less (take more days off) to offset the cost increase. I?m speaking on behalf of us who are	
living paycheck to paycheck. Price increases just make us anxious, it doesn?t make us want to take the	
metro more, but what options do we have? Fares/Fees/Parking Please do not reduce service on the M4, N2, N4, or N6. Bus Service	
Please do not reduce service on the M4, M2, M4, or No. Bus service Bus service Bus service I and Zender depend upon bus service to move me around the city, especially upper NW and to	
aim 2 and depend upon dos while to investigate the end of the target and the down to an and to reach the Metro. Eliminating the D2, N2, N4 would greatly impact my ability to	
solver, but to medical appointments, and enjoy all that DC has to offer. There are many geople who	
depend upon these routes, and this is a very hilly part of town. I would have to walk uphill to reach	
Wisconsin Ave in all weather conditions, and while I am physicall able now, I am not getting any	
younger and this is of great concern to me. PLEASE do not cut these routes, especially D@ and N2.	
There are used by many students, seniors, people r repopulating offices downtown. I would literally be	
in tears and not know what to do if this were to occur. Thank you. Bus Service	
Get more funding from the jurisdictions. Capital Budget	
It?s really a shame these options are on the table, and I don?t envy the folks who have to make these	
decisions. Some of the changes I don't feel knowledgeable enough to comment on because they don't	
affect me personally. But I hope that this survey will be made available in multiple languages and on paper in the bus routes being proposed to be cut. I saw this survey through a transit app I use. Bus	
paper in the bost poles being proposed to be cut. I saw this solvey includes a transcript process to a solvey includes being proposed to be cut. Saw this solvey includes the process of the solution of the process of the solution of the process of the solution of the process of the process of the solution of the process of the proces of the process o	
lose their options. I ride the 86 and 83 interchangeably since they're equally walkable to where I need	
to go Service Levels	
It is a sad state of affairs when billions of federal money is politically decided to be spent for defense	
budgets and foreign countries? wars that the USA should stay out of while our own capital?s public	
transit system is suffering and neglected, making our residents suffer, further undermining the WMATA	
and contributing to more traffic congestion and less economic mobility for our citizens Operating Budget, Management and Spending	
Many of these routes are used by children to access schools in different parts of the city. Eliminating	
these routes will make school attendance and timeliness a MAIOR issue. Bus Service	
I love Metrorail service. My life would be severely negatively if service cuts were made. Bus Service	
Ada senior, I rely on frequent bus service frequently. Would rather pay higher fares than have reduced service Bus Service	
Service Disservice Disservice	
transportation system. Our region should reallocate money from building/expanding roads for cars to	
support and enhance Metro. I was recently in Paris, where the trains arrived every 2-4 minutes, and the	
trains were packed. Reliable, stress free transportation motivates ridership. Infrequent trains and buses	
make me want to hop in my car. Bus Service	
I ride commuters buses and not happy about routes cuts. Bus Service	
Catch fare evasions (gates in metro center seem to work well; get those everywhere). Better to increase	
fares, especially on the weekends, than reduce service. Many people are subsidized for riding metro, so	
the rate increases wont hurt people much. Thats one way to indirectly get the federal government to	
be contributing more. Fare Evasion/Safety/Crime I of course answered in the hypothetical where MWATA is not fully funded. I would rather WMATA be	
I of course answered in the hypothetical where MWATA is not fully funded. I would rather WMATA be fully funded by all jurisdictions, establish regular and new sources of funding to close these shortfalls	
permanently, and *expand* current service and systems. Capital Budget	
permanenty, and expansion content service and systems. Capital budget Very displaced with MD and VA Miscellaneous	
think there can be targeted service cuts that minimally impact high need populations (I?m thinking	
service workers who use bus/meteo early in the morning) while balancing the budget. Operating Budget, Management and Spending	
We need better service between SW and other parts of the city, not cuts to our service! Service Levels	
On a weekend morning ,Arlington to Brookland ,using a bus to connect to rail including a line transfer it	
takes 1hour 15 minutes ++ to get to my destination. Bus Service	
Hopefully jurisdictional payments will come through but I oppose cutting routes and reducing service	
wherever possible. I ride Metrorail and bus everywhere; it's my primary form of transportation.	
Reliability is of paramount importance. Cutting service chips away at the idea that transit will be there	
for me when I need it, making it harder for Metro to be the first place I turn to when I need to go across	
town. Bus Service I am not a frequent rider on bus or rail, but that is because it would take at least 2 transfers to get to	
Fain how a request rate of outs of tail, but that is because it would have at reast 2 transients by get of places. For short trips, I can bike, I would be willing to take a bus more often if wull times were 10 min	
process to an energy, ten many ten many ten uning ten uning the data and the many ten	
or less. To get people to take Metro, I think we need to change behavior and make it cool to take a bus.	
or less. To get people to take Metro, I think we need to change behavior and make it cool to take a bus. It must be convenient, reliable, and less costly than driving. If Metro raises the fees greater than what	
or less. To get people to take Metro, I think we need to change behavior and make it cool to take a bus. It must be convenient, reliable, and less costly than driving. If Metro raises the fees greater than what folks will pay, Metro loses. Unfortunately, it's the folks who can't afford a car and insurance that lose the most because they don't have an alternative. If it takes over an hour to get somewhere that has free parking and takes 20 min by car, Metro can't compete. If folks had to pay outrageous parking fees,	
or less. To get people to take Metro, I think we need to change behavior and make it cool to take a bus. It must be convenient, reliable, and less costly than driving. If Metro raises the fees greater than what folks will pay, Metro loses. Unfortunately, it's the folks who can't afford a car and insurance that lose the most because they don't have an alternative. If it takes over an hour to get somewhere that has free parking and takes 20 min by car, Metro can't compete. If folks had to pay outrageous parking fees, that might outweigh the negative aspects of rail/bus. However, if folks carpool to share the parking	
or less. To get people to take Metro, I think we need to change behavior and make it cool to take a bus. It must be convenient, reliable, and less costly than driving. If Metro raises the fees greater than what folks will pay, Metro loses. Unfortunately, it's the folks who can't afford a car and insurance that lose the most because they don't have an alternative. If it takes over an hour to get somewhere that has free parking and takes 20 min by car, Metro can't compete. If folks had to pay outrageous parking fees, that might outweigh the negative aspects of rail/bus. However, if folks carpool to share the parking fees, then Metro loses especially if Metro raises the fees too high. As a bicycle commuter, I am willing	
or less. To get people to take Metro, I think we need to change behavior and make it cool to take a bus. It must be convenient, reliable, and less costly than driving. If Metro raises the fees greater than what folks will pay, Metro loses. Unfortunately, it's the folks who can't afford a car and insurance that lose the most because they don't have an alternative. If it takes over an hour to get somewhere that has free parking and takes 20 min by car, Metro can't compete. If folks had to pay outrageous parking fees, that might outweigh the negative aspects of rail/bus. However, if folks carpool to share the parking fees, then Metro loses especially if Metro raises the fees too high. As a bicycle commuter, I am willing to take twice as long on a bike than a car because I get something out of it. I think the same would be	
or less. To get people to take Metro, I think we need to change behavior and make it cool to take a bus. It must be convenient, reliable, and less costly than driving. If Metro raises the fees greater than what folks will pay, Metro loses. Unfortunately, it's the folks who can't afford a car and insurance that lose the most because they don't have an alternative. If it takes over an hour to get somewhere that has free parking and takes 20 min by car, Metro can't compete. If folks had to pay outrageous parking fees, that might outweigh the negative aspects of rail/bus. However, if folks carpool to share the parking fees, then Metro loses especially if Metro raises the fees too high. As a bicycle commuter, I am willing to take twice as long on a bike than a car because I get something out of it. I think the same would be true for a bus/rail commute. However, if it takes more than twice as long, that is too much time that I	
or less. To get people to take Metro, I think we need to change behavior and make it cool to take a bus. It must be convenient, reliable, and less costly than driving. If Metro raises the fees greater than what folks will pay, Metro loses. Unfortunately, it's the folks who can't afford a car and insurance that lose the most because they don't have an alternative. If it takes over an hour to get somewhere that has free parking and takes 20 min by car, Metro can't compete. If folks had to pay outrageous parking fees, that might outweigh the negative aspects of rail/bus. However, if folks carpool to share the parking fees, then Metro loses especially if Metro raises the fees too high. As a bicycle commuter, I am willing to take twice as long on a bike than a car because I get something out of it. I think the same would be	

Comment	Category
Please don?t cut the bus line T2. I need to take it to the friendship heights metro station. There is no	
alternative bus line available. And there is no metro parking at friendship heights station. If I have to	Due Camina
make a choice between metro fare increase and bus line cut, I will choose metro fare increase. People are struggling financially as is.	Bus Service Operating Budget, Management and Spending
The DMV needs reliable, affordable, and accessible public transport	MetroAccess
Being tougher on the turn gates, recently experienced someone coming in right before the gate closed	
behind me. You have higher gates at stations that don?t need them and lower gates at stations that	
actually need higher turn gates.	Rail Service
Some people don?t have the luxury of working from home or being able to afford a car to drive into DC.	
Those people, like me, count on Metro rail and bus service to be reliable and affordable. Increasing	
service would increase ridership. Not increasing service will only deepen the budget shortfall when people choose not to ride. According to WMATA, I was in the top 1% of riders this past year. Without	
Metro, I would personally and professionally worse off. Please do not reduce Metro service.	Operating Budget, Management and Spending
The data is clear: cut service at the expense of our economy. The budget deficit is a very	
counterproductive measure.	Operating Budget, Management and Spending
The budget issue must be addressed on a long term scale and in its entirety. The city will be in chaos	
with the proposed cuts. There is no reason we should be dealing with this as a city year after year.	
People need to be able to get around. And they shouldn?t have to pay exorbitant prices to do it.	Operating Budget, Management and Spending
I depend on the d2 and 33 buses.	Bus Service
I might have missed something in the document provided at the beginning of this survey, but it could make fiscal sense for WMATA to try diversifying its sources of revenue - currently, passenger fares are	
projected to make roughly 80% of the system's revenue in 2025-6. Even if fare increases do generate	
more revenue in the short term, an economic downturn could still reduce ridership as well as increase	
riders' willingness to jump turnstiles (especially after a fare increase). At that point, riders are left with a	
system that is both more expensive at the point of use *and* is underfunded. Increasing fees for	
advertising and parking could be a start here. Companies choose the WMATA system because their ads	
will have guaranteed exposure to countless riders, and riders who live far enough from train stations	
that they need parking are likely to also have the ability to drive to work (although this could be a	
misunderstanding on my part as a non-driver). Related to the possibility of shutting down stations: If	
you do, perhaps consolidating Metro Center with Gallery Place by building a concourse between them?	
It is a bit odd that someone who wants to switch from (for instance) the Green line to the Silver line has	
to (unless they prefer the longer route to L'Enfant Plaza) wait several minutes for a 30-second train when they could have walked there - except at the moment, walking there would require paying extra	
since they would have to leave the station! Another point: As much as I ultimately believe that it should	
not cost money for anyone to travel the city they live in, I would prefer fare increases over service cuts	
if and when push comes to shove - both as a regular transit user and as someone who lives in a heavily-	
visited city. From what I've seen, tourists are more likely to purchase SmarTrip cards and use them	
during their time here than to jump turnstiles, and service cuts seem far more likely than fare increases	
to dissuade tourists from actually using the system since WMATA is known for being one of the most	
efficient metro systems in the US (especially as a way to avoid DC traffic). Perhaps relatedly: Could	
WMATA work with more employers in the DMV area to include the SmarTrip monthly pass as a	
workplace benefit (and perhaps increase prices for day/week passes)?	Service Levels
Schedule cuts will absolutely decrease ridership and make it harder to get around the city and surrounding area, but it?s important that metro stay affordable for everyone that can?t own a car	Rail Service
Gate jumpers create the impression of lawlessness and unsafe conditions. And the system seems to	
condone it all. For the rest of us, that makes you want to avoid riding metro. So it?s not just the fares	
that are lost. Morale suffers too. There should be a way for WMATA to do better than that.	Fares/Fees/Parking
It would be so much better if Metro would charge a flat rate for all rides ALL the time, day and night. A	
flat rate for students, senior citizens and working class based on their salary. That?s fair for all ridership.	Rail Service
Please don?t stop service on the D2!	Bus Service
We need more public transportation, not less! Global warming is real and we must curb emissions by	
offering free, accessible and convenient public transportation. Why are other countries getting billions of dollars from us for war and genocide and we can't even have an efficient and free public	
transportation system?	MetroAccess
I think that Metro can scam even more money from the region next year. You guys seriously can do way	
betterscam more, less service. Go America.	Rail Service
It?s a tough budget. I?ve been a Metrorider since 1995 have seen it?s up and downs. It?s still one of	
the best systems in the nation, let?s work to bring it back to something people are proud of. Metro	
needs to work harder to get the suburbanites and others who used it to commute, events, or daily trips	
not just those who need to use it. It should be a top transportation choice no matter where you come	
from. Fare evaders, crime, and trash sadden me. It used to be no one dared to eat on Metro or jump a	
gate. Now it?s a daily occurrence. Also don?t lose site of development around Metro. It?s not just about the land but building the next generation of Metro users.	Operating Budget, Management and Spending
You're a public service, not a for-profit enterprise. I don't care if you run at a deficit, and no one else	operating baaget, Management and Spending
should either. I care that you've never reinstated service following 'temporary' cuts. I care that all you	
do for the past decade is reduce the reason for people to use Metro, then you act surprised you lose	
ridership. Stop it.	Rail Service
Fully fund Metro! No service cuts. More funds for improving metro stations (why are metro stations so	
dark???, why is it nearly imposible to see what station you are at when the train is in a station???).	Bus Service
I work for the State Department and already during COVID the bus line I usually used, the S1, was cut,	
and we have been asked to return to work now. I take the 64 or S2 or green and red lines, and these	
changes would affect all of my options for getting to work even further. It already takes at least 45 minutes each way to go the 5 miles to the office and an hour and 15 minutes to go the 6 miles to pick	
up my daughter from school on the way home. Reducing service and greatly extending times would	
mean my already 2 hours of commuting would likely be at least 2 and a half hours, which is basically	
impossible with a young child.	Bus Service
Increased fees and service cuts would prompt me to drive into the city 6 days/wk instead of taking the	
train/bus combo as I do currently	Bus Service
I think it is important for the metro to be available at night. Service cuts and early closures would	
impact my reliance and use of the metro. Thanks for taking this input!	Bus Service
Cute to service and price hikes hurt poor people the most. Public transit is a public good that needs to	Societa Lovale
be funded better by govt - local, state, federal. Do not eliminate the 74 bus route! Nothing else serves Buzzard Point. The Stacks is coming this year	Service Levels
which would greatly increase the amount of people in this area. Eliminating this route would be	
irresponsible and devastating to those of us who rely on the route DAILY!	Bus Service
Metro should publicize in advance specific Metro stations that may be closed and allow public	
comment on closing those stations.	Rail Service
I'd expect that longer wait times will increase crime, so I'd stay away.	Fare Evasion/Safety/Crime
My 7th grader catches the P6 everyday to and from school. The bus stop is right outside of our home	
and let's him of right on front of his school everyday please keep the P6	Bus Service

Comment	Category
And fhe reason im with rhe service cuts is because these nasty rude bus drivers act as if they 1 own da company & its all about them.thwy are rude as some of the last busses on routes thay	
dont offer the 24/7 service well the last bus never shows but i thought they was suppose to have	
them.trackers on at all times. And 1 of em male or female got 1 more time tp get smart with my	
Grandmother and theres going to be some serious issues starting off with a lawsuit & Shes most of	
thier seniors 4 times over rude bastards and with them.service cuts sit their asses in a classroom.&	
have rhem to defind from Merriam Webster's Dictionary what Customer Service is ans means than	Bus Service
make em write it 2024 times see how they like that. Please keep the p6 bus route. It is the only bus on my street (4th street sw) and especially as a disabled	ביא אוני אוני ביא אוני ביא אוני ביא גער איז
person it makes my travel so much easier. I use it so much and it?s always crowded so I think it should	
stay in operation. Thank you.	Bus Service
I am new to the area and like the metro option, but have not had an opportunity to learn the system	
well enough to fully maximize use.	Rail Service
Don?t think it?s right that a lot of people transportation to work and important places I appreciate that WMATA is in a difficult budget situation. Thank you for gathering folks' input. I	Miscellaneous
wonder if there are additional options (other than fare increases and service cuts) that may help in a	
situation like this. Is there a way to increase ridership? Incentivize WMATA over single passenger cars?	Operating Budget, Management and Spending
I think an equitable approach should be taken towards budget cuts. The number of riders who will be	
affected by decreased rail service and increased fair pricing will be disproportionately experienced by	
low income or working class citizens in the DMV. I would suggest taking a look, as you have done, at	
demographics tabulated by the time taken on metro or metro bus. The metro bus critically links businesses and homes that connect metro rail service.	Operating Budget, Management and Spending
Rather than increase fares, ENFORCE current ones.	Fares/Fees/Parking
If you cut 17k and 17g you will lose alot of business that actually pay fees instead of sneaking on or	
hopping gates, recommend reduce hours they operate instead	Bus Service
The route that I use is the most is 1c and 1a I would not like there to be a change for those routes	Bus Service
Do not cut 17G buses. 17L and 17H were already cut. These buses are always PACKED. Your rider data is	
likely WRONG as the pay systems are often not working. FIX THE PAY SYSTEMS AND BRING BACK 17L AND 17H WHICH ARE CRITICAL NODES FOR NORTH SPRINGFIELDI :)	Bus Service
It is a damn shame that one of the best metros in the country has to cut services or raise fares out of	
most people's price range in order to run. I don't have a solution but curses on the politicians that let	
you down.	Fares/Fees/Parking
For the residents of Buzzard Point without cars, the SOLE form of transportation for us is the Route 74	
Metrobus. If you are not going to build a Metro stop in Buzzard Point anytime soon, you CANNOT eliminate Route 74. This is the only form of transportation that we rely on. Cutting this out will cause	
the Buzzard Point area, which DC is pouring money in to revitalize, to become just another crime-	
ridden neighborhood - effectively driving the ?good ones? out. This route is the way that I get to work	
and move around the city, as do many, many, many of my neighbors. ENFORCE the payment better.	
Drivers must ensure each rider pays before sitting. I have watched countless riders come onto the bus	
without paying every single day. Put in turnstiles. Make that more effective, before eliminating the	Bus Service
Before you start investigating service cuts and fare increases, you should look at the tech you have collecting fare. About 25% of the busses I get on don't have working plastic card fare readers. We also	
need more info as to WHY people evade fares and Metro needs to offer them reduced rates, education	
as to why paying is important, and some general empathy. I used to use Metro Access many years ago	
and was always disturbed to know that unplanned stops (for bathroom use) are not allowed and that	
the rider will be left behind. Drivers should not be driving for 12 hours straight. I appreciate that there's	
more security in Metro tunnels right now and hope that continues. Fare increases are way better than	
service cuts, but maybe you could find a way to ask certain people to pay more if they want. Also, it's always been my understanding that fares do not even remotely cover operating costs, so if you plan to	
increase fares, it would be good to do some outreach and show the public how you're using the extra	
fare. I currently use my disabled card, but if it seemed like my extra fare would help the system, I'd	
probably go back to regular fare.	Service Levels
They provide a bad service for example today the 109 bus did not pass at the established time I am	
waiting for 30 minutes in the cold to the next bus. And the trains also give bad service, in the holidays	Pur Canica
they stop quite a long time regardless of that one arrives late To our jobs. I depend on the 96 bus. If the 96 bus were to be eliminated, then my commute to work will be	Bus Service
significantly longer. By cutting metro and metrobus service, these facilities will no longer appear	
publicly reliable. Additionally, by cutting bus service you are disproportionately affecting the	
impoverished: the buses run through the city where the metro can?t reach and car expenses are	
insanely priced. Where are our taxes going? To maintain Georgetown? I see nothing in Columbia	
Heights. Don?t freeze wages especially during a high inflation period; don?t use capital money for operations.	Bus Service Operating Budget, Management and Spending
Service cuts that reduce redundancy (e.g turn backs at stations where transfer to another line is	operating booget, Midnagement and Spending
available, like blue/silver at Stadium Armory are okay. However, any decrease in metro frequency,	
especially in the weekdays, will make the metro unusable for commute. I currently work for the federal	
government and hence get my fare covered by my workplace, so I won?t be as impacted by fare	
increases. I think a 20% increase is fine, but no more than that. I would urge you to prioritize	
commuters who rely on the metro to get to work. Service cuts that slow service to every 10/20 minutes will make the metro prohibitively slow for many of us especially those of us that need to transfer	Rus Service
will make the metro prohibitively slow for many of us, especially those of us that need to transfer. I rely on the Metro for all of my transportation needs. While I don?t take the bus anymore, I used to	Bus Service
take it everyday as a cheaper option when I was first starting out. Cutting bus routes will	
disproportionately impact lower-income commuters. I would be willing to pay more for Metro service if	
I had to, but many people in DC could not afford higher fares. Cutting Metro service will mean more	
cars on the road, more wear and tear on the roads, more traffic, more traffic fatalities, and crankier	Bus Service
I think it?s important that you ask WHY people would not change their choices - if a route is the only way someone can get from home to work and back drastic service cuts are not going to change their	
use of the service but it can make it impossible to access a second job or daycare because of the	
differences in timing. I strongly recommend focusing increases where people have financial flexibility	
such as the parking fees.	Operating Budget, Management and Spending
Strongly oppose any morning rush hour reductions to the S2. As is, southbound busses are often full	
when arriving at Euclid between 8:15-8:50 AM. Additional reductions would increase uncertainty for	Pur Capileo
many AM commuters, forcing us to switch to other more reliable options. Safety maintenance should be a priority Decreased service and higher fares impact the lower income	Bus Service
riders most as well as increasing highway and street traffic.	Fare Evasion/Safety/Crime
It makes no sense why riders are penalized for riding at peak times and utilizing public transport; fares	
should unified not penalized for longer distance travel; one set fare like NYC If DC want to be a big city	
then tax drivers to fund the system	Fares/Fees/Parking
keep ashburn station pls Metro is essential to the DMV and DC, MD and VA governments should give it as much money it needs.	Rail Service Rail Service
increase as a second and be, with and be, with any we governments should give it as much money it needs.	

Comment	Category
Please do not eliminate the D2 bus route. Ridership has increased and the bus is always packed in the	
am on weekdays. Many people rely on this bus to get to DuPont Circle Metro as it?s the only direct bus	Due Camina
line there. It also serves as a school bus. Please tax the rich to make up for this budget shortfall. Also, if you have any executives who earn more	Bus Service
than \$1.5 million annually, please cut their pay so Metrorail can continue to operate smoothly.	Operating Budget, Management and Spending
Make 'smart' service cuts based on rider data.	Bus Service
Cutting the express lines from the suburbs into the pentagon/other areas will remove paying customers	
and greatly impact WMATA even more. every bus I am in on the way to and from work is full, they have	
not been empty. Cancel the middle of the day busses and keep commuter hours ones.	Bus Service
MetroAccess is vital to my transportation to doctor appts and to see family. I am a retired disabled	
Veteran and am very satisfied with the service it provides. The proposed max \$5 per trip is okay with	
me.	MetroAccess
If you want riders, you need consistent service, knowing that it could be 15-20 minutes before the next bus or train (I take both daily) is not an incentive to use metro, even when my commute is paid for by	
the federal government. Also, your question about service cuts 'Eliminate Metrobus Service on Part of	
Route:' doesn't allow me to indiciate that I take the T14 bus on a regular basis (T14 is not one of the	
available options).	Bus Service
Do not cut D6 service. We use this bus often, as do our neighbors.	Bus Service
Randy has done so much to bring Metro back! I love Metro! Please don?t take away so many good bus	
lines.	Bus Service
The sliding scale fare structire is the most absurd fare situation in the world. Look at other fitst tier	
cities! have flat fares or perhaps a 3-tier fee structure based on perimeters/distance. STOP AND	
PROSECUTE FARE JUMPERS. There is \$30M right there. Get rid of textile seat covering. It is disgusting	
and unsanitary. Get rid of all remaining carpet. Hire more security to ensure adherence to rider rules.	Fare Evasion/Safety/Crime
Keep fares lower for lower-income, kids, and older adults. I would be fine paying more for Metro or	
metrobus, but if you raise fares it will keep other people from riding due to cost. We should not expect fares to fill in hudget gaps -, this service chould be adequately funded by public hudget to it becomes a	
fares to fill in budget gaps this service should be adequately funded by public budget so it becomes a better option. Keep building bus lanes and other mechanisms that make public transit faster and more	
reliable, and people will use it. Build better bike infrastructure protected from cars. Shift away from	
modalities that favor driving downtown.	Operating Budget, Management and Spending
We need to increase public transportation, not decrease it.	Miscellaneous
I believe a better enforcement of gates or changing to a turnstile design may help with some funding. A	
small increase cost may be needed but may also result is less ridership if it cost the same to take a lyft	
or uber vs the metro.	Capital Budget
Please no turn back at silver spring! Please!!!!	Miscellaneous
Many of your questions call for more information, like how efficiently are you operating and, for capital	
expenditures, what is the money going to be spent on? To say Infrastructure doesn't say if that is for	
security cameras or replacing A/C units in the station manager booths. Capital expenditures are not the	
only cost for the Metro service. There are personnel costs as well. How much of your budget goes to operations versus equipment? My choices for commuting into DC are either Metro or Commuter bus.	
The Metro experience is lacking. There is always the question of what will happen this time? I tend to	
avoid the Metro as the service fails to enforce the rules that it has established. Those rules include	
failing to collect fares from all riders. Almost every time I ride the Metro, I see people jumping the	
entry/exit gates and the station manager not addressing it. I've seen station managers open the bypass	
gates to let riders through. My more recent experience has introduced me to one station manager at	
Farragut West, in the early morning, that stands in front of the fare gates. I appreciate the added effort	
that he makes to reduce fare jumpers. How is it that he can do the job and none of the others in my	
experience can? There are monitor cameras at many of these locations. Why are they not being utilized	
to identify jumpers? It is said that you get what you pay for. If these people are allowed to ride for free,	
how much respect do you think they have for the service provided? How likely are they to follow the	
rules of ridership if there is not cost to ride and no enforcement of the rules? During the COVID period,	
although masks were mandated, many riders did not wear them Where was the enforcement? No	
eating or drinking on the train. Unenforced. Panhandling on the train or otherwise bothering other	
passengers, too often. I was on the Metro this morning. There was a Metro worker with an Operations	
vest on. His radio was at such a volume that you could understand the conversation from the other end of the car. Why should he not be required to use a headset, like the passengers are? It detracts from	
passenger comfort and shows preferential treatment. Maybe the Metro should put police officers in the station manager roles. Maybe more police officers should be riding the trains or monitoring the	
access gates and citing violators. Perhaps the financial shortfall is not just from an increase in costs, but	
a lack of efficiency in your staffing. These are not things that keep just me away from the Metro, but	
other riders as well. Maybe you should look at attracting riders instead of cutting services and raising	
rates. Otherwise, eventually you will have so few riders on a system that cannot support itself.	Operating Budget, Management and Spending
Express Bus Service cuts will have significant impact to those working in the Pentagon (as there are	
increasing demand for more in-person work) or commuting through the Pentagon Metro or Bus Station	
and drive increased vehicle traffic or over flowing demand on Metro during peak hours (already bad	
during peak travel times). Recommend not cutting any 17 or 18 Express Bus services.	Bus Service
Please don?t cut service any more. We rely on the metro for work transportation as well as childcare. Traffic on roads has gotten significantly worse over the past year and cutting service is going to make	
Traffic on roads has gotten significantly worse over the past year and cutting service is going to make that worse	Rail Service
I'd like more information about the bike locker plan. Are the lockers highly used under the current	
model? What level of demand is there for bike locker rental? Is the price point set to encourage their	
use or is the demand enough that a higher rate could be charged?	Rail Service
Train frequency is already too low. I would much rather pay more for a fully reliable service than to	
deal with even longer wait times. I?d also consider reducing frequency of duplicative lines and shift	
resources to operating one line at full capacity. Eg the green line service has suffered due to the yellow	
line going all the way to Mt. Vernon. Also, blue/orange/silver has 3 lines with a lot of overlap, is that	Bus Service
There is some people who leave work late after 10pm, and they will need of public service	
transportation to go back home. For example 74, C11, c12. 74 bus is used to commute to my work	
place, and it is used by a lot of employee. We would like the parking fees to not increase because of lack of parking space in our work location, and we utilize metro parking.	Due Carrier
	Bus Service
There is a significant revenue impact caused by non-payment of fares. Your usage statistics are also	
There is a significant revenue impact caused by non-payment of fares. Your usage statistics are also likely skewed downwards because the high percentage of non-payers are not counted among the bus	Rus Service
There is a significant revenue impact caused by non-payment of fares. Your usage statistics are also likely skewed downwards because the high percentage of non-payers are not counted among the bus riders. I have often been the only person paying when boarding a bus!	Bus Service Operating Budget, Management and Spending
There is a significant revenue impact caused by non-payment of fares. Your usage statistics are also likely skewed downwards because the high percentage of non-payers are not counted among the bus riders. I have often been the only person paying when boarding a bus! What is the main reason behind the budget shortfall?	Bus Service Operating Budget, Management and Spending
There is a significant revenue impact caused by non-payment of fares. Your usage statistics are also likely skewed downwards because the high percentage of non-payers are not counted among the bus riders. I have often been the only person paying when boarding a bus! What is the main reason behind the budget shortfall? Just because I haven't used certain bus lines in the past 30 days, doesn't mean I don't rely on them at	
There is a significant revenue impact caused by non-payment of fares. Your usage statistics are also likely skewed downwards because the high percentage of non-payers are not counted among the bus riders. I have often been the only person paying when boarding a bus! What is the main reason behind the budget shortfall?	
There is a significant revenue impact caused by non-payment of fares. Your usage statistics are also likely skewed downwards because the high percentage of non-payers are not counted among the bus riders. I have often been the only person paying when boarding a bus! What is the main reason behind the budget shortfall? Just because I haven't used certain bus lines in the past 30 days, doesn't mean I don't rely on them at other times of the year. For example, over 4 months ago, I took the bus to the hospital 4 days in a	
There is a significant revenue impact caused by non-payment of fares. Your usage statistics are also likely skewed downwards because the high percentage of non-payers are not counted among the bus riders. I have often been the only person paying when boarding a bus! What is the main reason behind the budget shortfall? Just because I haven't used certain bus lines in the past 30 days, doesn't mean I don't rely on them at other times of the year. For example, over 4 months ago, I took the bus to the hospital 4 days in a week. If the bus line was removed, I would have had no option to get to the hospital to see my loved	
There is a significant revenue impact caused by non-payment of fares. Your usage statistics are also likely skewed downwards because the high percentage of non-payers are not counted among the bus riders. I have often been the only person paying when boarding a bus! What is the main reason behind the budget shortfall? Just because I haven't used certain bus lines in the past 30 days, doesn't mean I don't rely on them at other times of the year. For example, over 4 months ago, I took the bus to the hospital 4 days in a week. If the bus line was removed, I would have had no option to get to the hospital to see my loved one. Despite this bus lines importance to me, it isn't captured on the survey I just took, becuase I	

Read out for the first out of the first		
be pro for books of what is the proof of which is the proof of whi	Comment	Category
mat notes of a single second of a second o	to pay for the bus and metro all the time. I know you're working to fix that, but increased enforcement	
part of the product of the p	would hopefully help fill in the gap and otherwise, I think increased fares for good service makes the	
Sprempergence Description		Due Comine
ting regis all careful of an any open server of any		BUS Service
Besent and function is an intermed to be transient of the start is a pripher part of a start is a	during peak hours would make already crowded metros impossible to use.	Bus Service
wey philographic and the many users theore appects a 200 sets appetities and the many users of the appetities of the app		
avere to a figure sume dense to a figure sum of the set when a set of the se	-	
script of any function section is approaches that can be availed in the carbole and conserved in t		Service Levels
a goot use of finities in the save where save where where the set of save bese save be	When it comes to deciding the budget, I would choose service improvements over new buses, metro	
 microargo collisitencies and the provide sector (bar), (bit, c) is one how fiscat and comment of the provide sequences (bit), (bit), (bit) is one how fiscat and comment of the provide sequences (bit), (bit)		
and the forter sergence for evenes in which is marked to a classifier of printing in the set of the		
and the series of the series o		Operating Budget, Management and Spending
Charge even den 1 gar worder han steel be conserved at the source to be an offer the source of the s	Please don't cut the D6 or the 96! These are essential routes for my family that we use multiple times	
any more than i almosh has been would be incredible derivered a dark work were the out at board out		Bus Service
band abound by our of the second of the second of the second and second of the second	any more than it already has been would be incredibly detrimental - as would eliminating rush hour	
 Init has made laber to film a time for our face line laber line have's take mater to avait a line made line line line line line line line lin	increased frequency. Maintaining or increasing frequency and duration of service on bus and train lines	
work a force in year outroop. They have a measure base for the force in the sense of proposed and a sense of proposed a sense a sense of proposed and a sense of proposed and a sense of proposed a sense a sense a sense of proposed a sense a sense of proposed a sense a sense of proposed a sense		Bus Service
those is you show. I totale yet why to have to make the is decision, but is seen displayed. At Taring you and the issue and only to you are concerned. The issue and only to you are concerned. Culting you have and and any point on bar and any point on the issue	-	
As family of swith 3 sub 3 due due Arts. Charge to go during the week and weekers. Charge the go due and the weekers of the states are and weekers of the states are and the states are are are and the states are	choice in your survey. I totally get why you have to make these decisions, but it seems disingenuous to	
need to a during the unceils and unceils out and the during out is a more of a during to be unceils and unceils out addure to a subset of and unceils out addure to a during to a during the addure to a during the during the addure to a during the addure to during the during t	simply say ?it won?t affect my decision.? It CAN?T affect my decision.	Operating Budget, Management and Spending
names wit survey i units are ability to say a one-frame, funge outsile the that the sar diffy its direction to theorem erged creates on the net or would so lengately inputs or ability its direction to theorem erged creates on the net or would so lengately inputs or ability its direction to the net or would ability its mount, should and stripting erged request mouth and the set outsile its and or ability its mount, should and stripting erged request mouth and the set outsile its and or ability its mount its mount. Should and stripting erged request mouth and stripting erged erged its and erged erg erged its request mouth and stripting erged erg erg and erged erg erg and erg erg and erg erg and erg and erg erg and erg a		
directly observes or energies require transfer on the energies dool and a software of the soft		
Contrage the 2 means transforg anging population with molting issues in Glover Park. But Service Median end of early of criterio proved satisguates were carrently. The and is laries do not poest transford and and criterio and inference of early of the antificient manner. Furthermore, the codes and direct and criterio and end of early of criterio and solutions do not poest transford and and criterio and end of early of early of the city, see cold by early opplated relations and antificient control of the city, see cold by early opplated relations and antipoest transford and and criterio and end of early of early opplated relations to the city opplated relations and antipoest service, would have disting and of the city, see cold by early opplated relations and antipoest would service to force these residents in the scient on the city, see cold by early opplated relations and antipoest would service to force these residents in the scient on the city, see cold by early opplated relations and antipoest would service to force these residents in the scient on the city for exclution and a simply sing would service colds would turn Meteoral from a mostly functioning showy system into a direct to the cold by and the proposed in the science to the cold by and the proposed in the city for exclution and the city for exclution and the science to any buse, but the proposed service colds would turn Meteoral from a mostly functioning showy system into a direct on the cold by and the city for exclution and the city for exclution and the cold by an information of the science to any buse, but the service of the cold by an information of the science to any buse, but the service of the cold by an information of the science to any buse, but the service of the cold by an information of the science to any buse, but the service of the cold by an information of the science to any buse, but the service of the cold by an information of the science to any buse, but the service of the cold by an information of the science to	directly to locations that otherwise require transfers on the metro would also negatively impact our	
Oweall, menol does nad provide adequale service currently. The real and bas fire ad not operate frequelytic would be read to go in an efficient memory. Future more, structure on the would only assarches the in entring structure. Multiservice currently would be read to go in an efficient memory. Future more, structure on the would only assarches the in entring structure. Multiservice currently would be read to go in an efficient memory. Future more, structure on the would only assarches the fire working structure. Multiservice currently would be read to go in an efficient memory because the more integration of the structure. Multiservice currently would be read to go in an efficient memory because the more integration of the structure. Multiservice currently would be read to go in a efficient memory because the structure of the city. However, the city on the city would be read to structure integration of the city. However, the city on the provide memory because the structure integration as a simple structure. Multiservice currently because the city on the city on the city on the city on the structure integration as a simple structure integration as a sinde structure integration as a simple structure integration as a si		
frequently cough to get rides where they need to go in a efficient manner. Turbemore, the routes Service representation of source mone inferious solve counce of an advalable, the distance hyperbalability and to get rides the fit is an explane to the distance hyperbalability and to get rides the fit is an explane to the distance hyperbalability and to get rides the mone hyperbalability and to get rides the fit is an explane to the distance hyperbalability and to get rides the distance hyperbalability and the distance hyperbalability and the distance hyperbalability and to get rides the distance hyperbalability and distance hyperbalability and distance hyperbalability and		
The proposal submitted seems to directionly impact how service in the HE area near/normal Union Station and Station Amore, While head and tations will remain the head and tations will remain the head and the direction of the resolution of the service and the direction of the resolution of the service and the direction of the resolution of the service and the service and the direction of the resolution of the service and the se	frequently enough to get riders where they need to go in an efficient manner. Furthermore, the routes	
Station at Station Armory, While these 2 and stations of the city, especially weekday runh hou service, would have detections in stations of the city, especially weekday runh hou service, would have detections in stations of the city, especially weekday runh hou service, would have detections in stations of the city, especially weekday runh hou service to another the city weekday runh hou service to another runk runh runh runh runh runh runh runh runh	are not direct and create more inefficiencies. Service cuts would only exacerbate the existing issues.	Bus Service
them is applicant (i.e. not conventently wikhelis). This area is a bearly populated residential area. Bearlies, would have details (input on the science) of the (inv., specially weekly rub hourd would seem to for (it here relatents to hour existence) of the (inv., specially weekly rub hourd whourds is not a residue cyclic hours alternative means of transportation to simply using them that is not a residue cyclic hours alternative means of transportation to simply using them that is not a residue cyclic hours alternative means of transportation to simply using them that is not a residue cyclic hours alternative means of transportation to simply using them that is not a residue cyclic hours alternative means of transportation to simply using them that is not a residue cyclic hours alternative means of transportation to simply using them that is not a residue cyclic hours alternative means of transportation to simply using the rub science of the theorem of the theorem of the rub science of transportation to simply using the rub science of the theorem of the rub science of the rub science of transportation to simply using the rub science of the rub science of the rub science of the rub science of transportation to simply using the rub science of the rub scie		
service, would have drastic inguot on the residents in this section of the orty, honestly the elimination would be mote or the line residents of the simply using would be mote orted by. While addies by garant of the sous ines of transportation of transportation of transportation of transportation of transportation of transportation of the present of transportation of	them is significant (i.e. not conveniently walkable). This area is a heavily populated residential area.	
would sent force these residents to choose alternative means of transportation and windy using theorem of transportation to and theorem is explored of theorem is a box if defined on the and transfer, if strongly oppose definition are obst free definition of the and transfer obst free definition are obst free definition are obst free definition of the and transfer obst free definition of the and transfer obst free definition of the and transfer obst free definition are obst free definition of the and transfer obst free definition are obst free definition of the and transfer obst free definition of the and transfer obst free definition are obst free definition are obst free definition are obst free definition of the and transfer obst free definition are obst free definition are obst free definition of the and transfer obst free definition are obst free definiti	Eliminating the buses that provide service to this section of the city, especially weekday rush hour	
Metroalis is not a realistic option. Personally, the DB to line is my oble mains of transportation and frams of transportation is within Value of my difee, enter Satistic addium Amary or a diversity oppose eliminating any of the bus lines transport at tra		
from work exh day. While Judiciary Square is within 1 block of my office, netters Stadium Armory of Julion Station is within walking distance of my home. Using the Metorali form eregistes a bus ride and transfer. I strongly oppose eliminating any of the bus lines proposed in this area, but especially be form of the strong strong of the bus lines proposed in this area, but especially the proposed service cuts would turn Metorali from a novel bus the strong bus bus proposed service cuts would turn Metorali from a novel bus the strong bus bus proposed service cuts would turn Metorali from a novel bus the strong bus bus bus proposed in the strong bus bus bus to the strong service cuts would turn Metorali from a novel bus bus the strong bus bus bus to be a visual atternative to private visitine, bus bus bus the strong the strong bus bus bus to be a visual atternative to private visitine, bus bus bus the strong the strong bus bus bus to a visual atternative to private visitine, bus bus bus the strong the strong bus bus bus to be a visual atternative to private visitine, bus bus bus the strong the strong bus bus bus bus the strong bus		
and transfer. I strongly oppose eliminating any of the bus lines proposed in this area, but especially the box service descendences of the service descendences of the service descendences of the service descendences of the proposed service descendences of the service descendences of the service descend		
Dilling Bus Service Dilling Bus Service No comments Mixelianeous The proposed service cuts would burn Mettorial from a mostly functioning subway system into a third Bus Service Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but Bus Service Consolidation of the 15 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but Bus Service Too a vabial arrestitute to private whice, built transt needs to be fast, efficient, and sfordable. Bus Service Iterast reveiting the corressional congrant. Alon, places keep the 117. Thank you. Operating Budget, Management and Spending. Iveoud Bits to keep as many bus routes for Pikence George?s county because it would affect my commanity the more willing to any for the meter instead of jumping the gate first event on a diredable at all times. You don't understand that event 30 to to must to some done more you meter to hair service. Rai Service Prease to Roll Times wells for TA bus to get to the revert or to segend nore more you meter to hair service in a diredable at all times. You don't understand that event 30 to born that some you neer to hair service. Rai Service Prease to Roll Times wells for TA bus to you it to be ord to be end to be more well and service. Rai Service Prease to Roll Times wells for to be end nore more you meter to hair to revert four demand based. Rai Service	Union Station is within walking distance of my home. Using the Metrorail for me requires a bus ride	
No comments No com		
rate train system. Please raise farges rather than out service to avoid to death sprial of low ridership and low revenue. low revenue. Consolitation of the 16 (Y. M. A, etc) for Columbia Pike was good since there were too many buses. Not how the Mg test relation rules how the rules how the rules rules how the mg test relation rules how the mg test relation rules how the mg test relation rules how the rule rule rules how the rules rules how the rules rules how the rules rule how the rules rules how the rules how the rules how the rules how the rules rules how the rules how the rules how the rules rules how the	D6 line.	Bus Service
low reverse. Bus Service consolidation of the 16 /r. M., 4c (b) for Columbia Pike was good since three were too may buse subset to be availed attemative to private voltes, public transacts too the fact were too may buse subset to be availed attemative to private voltes, public transacts too the fact were too may bus not transact too the fact were too may bus not transact too the fact were too may bus not transact were too tars how the fact may be compression of the compression of compact. May, please keep the 11.1* Thank you. Operating Budget, Management and Spending Twould like to keep as many bus routes for PRince George?s county because It would affect my community the mess. You don't meet you be availed attemative to availe attemative too the availe attemative to avail	D6 line. No comments	
Consolidation of the 16 (F, M, A, etc.) for Columbia Pile was good since there were too many bues, but on the M gets required routing. More frequency on the Pile please. But service Bus	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third-	
To be availe alternative to private vehicles, public trainst needs to be fast, efficient, and affordable. Bugdeting on a noryware, multi jurkiciton cycle is unnecessarity compter. Work to change this, even if the mean revisiting the congressional compact. Also, please keep the 11Y. Thank you. Upwarding to alter paramy bus contexts of PRInce George's county because II would affect my community the most. Ubink R25 possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don't understand that even 3.50 is too much to some people and families. I rely on the metro to get to work from ther reline to green line and I also live payhek to apychek	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and	Miscellaneous
Budgeting on a nor-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if incass residing the congressional compact. Also, please keep the 111'. Thank you. Operating Budget, Management and Spending I would like to keep as many bus routes for PRince George's county because it would affect my community the mot: community the mot: community the mot: for its were more affordable at all times. You don't understand that even 3 50 is too much to some pape head families. I rely on the metro to get to work from the redine to gene line and i alls or like paycheck to any object would prefer not to spend more money on metro than groceries. Pass do NDT increases the fam. Please INKERSES the frequency of busses and trains. Please build COVERD BENKES for ALL bus stops : It is so painful to stand outside for 30-60 minutes waiting for th bus. Bas Service Parking prices should be more variable based on proximity to the city center (or demand based). Garages along sitive line please 2 are ounderstillered, if would benefit to indvate cheaper prices or free after certain hours to intentivize more peoped bay day day rate. Fare affer a chain yours more money works the proposed pay day day rate. Fare affer a healthy community and economy. Don't make service cuts Bas Service Pablic transit is vital for a healthy community and economy. Can duramet CP budgets. There are preservice in salary and then there were in salary and unite the site. Parking mitter a healthy community and economy. Can duramet CP budgets. There are preservice langeline and all properties pay day (u) If have more support for the ares/fees/Parking Parking mitter a healthy community and economy. Can duramet CP budgets. There are prease increase service if possible!! A	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue.	Miscellaneous
It means revisiting the congressional compact. Also, please keep the <u>it</u> . Thank you community the most thenk it?s possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don?t understand that even 3.50 is too much to some people and families. Irely on the metro to get to work from the regilme to geen line and i also live people and families. Irely on the metro to get to work from the regilme to geen line and i also live people and families. Irely on the metro to get to work from the regilme to geen line and i also live people and families. It is a possible to stand outside for 30-60 minute waiting for the bus. Private of the existing annual pass 2 are so underutilized, it would benefit to introduce cheaper prices or ref artic critin hours to incertify more people to take metro. Bile to face pricing is go didea, but it should be mixed of the existing annual pass and the proposed pay by day rate people and whatever needs to be done to get local authoritik to poor yub emorey actually needed. It is a travesty that they think they can skimp on Metro like this. Pare people sing did for a healthy community and eccreasing salary and benefits for all WMATA employees including WMATA health insurance contributions and projected pension benefits. This House and the existing annual pass to insert were to all sub entifiest to poor yub emorey actually needed. It is a travesty that they that all geople pay and you'll have more support for the unfavorable schedule/fare alignstments requested to meet maintenance expenses. No changes until All people pay and AFAE LUMPRNG STOPs. To be twee when it happens is obs thorearing you can not expect high usage when conditions are so unsafe and compensating for that financial loss can not be pass returned. The 25 minute waik from Union Station ad rely on the 6 to get to work on time every day. It's been and the unfavorable schedule for experised to meet maintenance expenses. No chan	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please.	Miscellaneous Bus Service
community the most Jus Service In think 125 possible that people would be more willing to pay for the metto instead of jumping the gate if prices were more affordable at all times. You don?t understand that even 3.50 is too much to some people and families. Irely on the metto to get to work from the red line to green line and i also live paped and families. Irely on the metto to get to work from the red line to green line and i also live paped and families. Irely on the metto to get to work from the red line to green line and i also live paped and families. Irely on the metto to get to work from the red line to green line and i also live parking prices should be more variable based on proximity to the city center (or demand based). Garages along silver line phase 2 are so underutilized, it would benefit to introduce cheaper prices or free after certain hours to incertitize more people to take metro. Bilks of all docker pricing is good idea, but it should be mixed of the existing annual pass and the proposed pay by day rate Fares/Fees/Parking Beg. Dorrow, demand whatever needs to be done to get local authorities to pony up the money actually needed. It is a travesty that they think they can shing on Metro like this. Rail Service Public transit is vital for a healthy community and econemy. Don't make service cuts. Bus Service Public transit is vital for a healthy community and econemy. Don't make service cuts. Bus Service Public transit is vital for a healthy community and econemy. Don't make service cuts. Bus Service Public transit is vital for a healthy community and econemy. Don't make service cuts. Bus Service Public trans	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. To be a viable alternative to private vehicles, public transit needs to be fast, efficient, and affordable.	Miscellaneous Bus Service
Think R25 possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don't understand that even 3.50 is too much to some paycheck to paycheck so involud prefer not to spend more money on metro than groceries. Rail Service Place do NOT increase the fare. Places INCREASE the frequency of bueses and trains. Places build Rail Service Rail Service Place do NOT increase the fare. Places INCREASE the frequency of bueses and trains. Places build Bues Service Rail Service Parking prices should be more variable based on proximity to the city center (or demand based). Garages along silver line phase 2 are so underutilized, it would benefit to introduce cheaper prices or free after certain hours to incentivize more people to take metro. Bike locker pricing is a good idea, but it should be mixed of the existing annual pass and the proposed pay by day rate Beg, borrow, demand whatever needs to be done to get local authorities to pony up the money actually needed. It is a travesty that they think they can skimg on Metro like this. Rail Service Public transit is vised for abality or mountity and decreasing salary and benefits for all WMATA employees including WMATA health insurance contributions and projected persion benefits. This must be one of the worst run organizations of the parking loss. Operating Budget, Management and Spending Please increase service of possibell Rail Service Operating Budget, Management and Spending Please increase service for solabell Rail Service Operating Budget, Management and Spending	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please.	Miscellaneous Bus Service Bus Service
if prices were more affordable at all times. You don't understand that even 3.50 is too much to some people and families. Irely on the metro to get to work from the redline to green line and i also live apycheck to phycheck to li would prefer not to spend more more yon metro than groceries. Rail Service Parking prices bould be more variable based on proximity to the city center for demand based). COVERDE DENCHSTE STOR LIVE as a proving the to the city center for demand based). Garages along silver line phase 2 are so underutilized, it would benefit to introduce cheaper prices or free after certain hours to incentives more people to take metro. Bill to clear periods built to stand outside to green the locker price ing is a good idea, but it should be mixed of the existing annual pass and the proposed pay by day rate. Base Service Parking prices and whatever needs to be done to get local autorities to pony up the money actually needed. It is a travesty that they think they can simp on Metro like this. Rail Service Cover this survey without the details of the previous Cr val durrent CY budgets. There are effect and they consult and projected pension benefits. Thi simust controllutions and projected pension benefits for all WMATA employees including WMATA health insurance controllutions and projected pension benefits. Thi simust controllutions and projected pension benefits. The service loce service proses revice if possible!! Cover and the previous Cr budgets. There are effect events for adjustments reguested to meet maintenance expenses. No changes until AL people pay and APAE IJMMING STOPS. To be three when it happens is so threatening - you cannot they consult for the provides. The service are service if possible!! Read and compensating for that financial loss can not be apprecised provides as and the proposes. No changes until AL people pay and APAE IJMMING STOPS. To be there when it happens is so threatening - you cannot they cannot anse trave the paraling for that financial loss can not be conditions are so	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. To be a viable alternative to private vehicles, public transit needs to be fast, efficient, and affordable. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means revisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George?s county because it would affect my	Miscellaneous Bus Service Bus Service Operating Budget, Management and Spending
people and families. I rely on the metro to get to work from the redine to green line and i also ivergentines. Ral Service paycheck to paycheck so i would prefer not to spend more money on metro than groeries. Ral Service Parking prices should be more variable based on proximity to the city center (or demand based). Service Garages along silver line phase 2 are so undertilized, it would benefit to introduce cheaper prices or line are so undertilized, it would benefit to introduce cheaper prices or get are so undertilized, it would benefit to introduce cheaper prices or get are so undertilized, it would benefit to introduce cheaper prices or get are so undertilized its on the proposed pay by day rate Feres/Feres/Parking Beg_ borrow, demand whatever needs to be done to get local autorities to pory up the money actually needed. It is a travesty that they think they can skimp on Metro like this. Rail Service Public transit is varied for she based comormy. Don't make service cuts. Bus Service Bus Service Public transit is varied for she based comormy. Don't make service cuts. Bus Service Parking Depresent and Spending Parking piese including WAATA health insurance contributions and projected pension benefits. This must be one of the worst run organizations on the planet. Service Levels Are people pay and FARE JUMPING STOPS. To be there when it happens is so threatening - you can not expertile flussible!!!! Service Levels Operating Budget, Management and Spending Pares/Feres/P	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. To be a viable alternative to private vehicles, public transit needs to be fast, efficient, and affordable. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means revisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George?s county because it would affect my community the most	Miscellaneous Bus Service Bus Service Operating Budget, Management and Spending
Please do NOT increase the fare. Please INCREASE the frequency of bues and trains. Please build COVERED BENCHES for ALL bus stops - It is so painful to stand outside for 30-60 minutes waiting for the bus. Bus Service Parking prices should be more variable based on proximity to the city center (or demand based). Bus Service Garages along silver line phase 2 are so undentificed, it would benefit to introduce cheaper prices or free after certain hours to incentivize more people to take metro. Bike locker pricing is a good idea, but it should be mixed of the existing annual pass and the proposed pay by day rate Fares/Fees/Parking Beg, borrow, demand whatever needs to be done to get local authorities to pony up the money actually needed. It is a travesty that they think they can skimp on Metro like this. Rail Service Public transit is vital for a healthy community and economy. Don't make service cuts. Bus Service Bus Service You cannot answer this survey without the details of the previous CY and current CY budgets. There are of the worst run organizations on the planet. Operating Budget, Management and Spending Please increase service if possible!!! Service Levels Service Levels Are people still jumping fare stations? Ensure that all people pay and you'll have more support for the unfavorable schedule/fare adjustments requested to meet maintenance expenses. No changes until ALL people pay of AFZ LUPMING STOPS. To be there when it happens is so thratening - you annot and relevant the parking lots. Fares/Fees/Parking Beas return the coin o	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. To be a viable alternative to private vehicles, public transit needs to be fast, efficient, and affordable. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means revisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George?s county because it would affect my community the most	Miscellaneous Bus Service Bus Service Operating Budget, Management and Spending
COVERED BENCHES for ALL bus stops - it is so painful to stand outside for 30-60 minutes waiting for the bus. Bus Service Parking prices should be more variable based on proximity to the city center (or demand based). Bus Service Garages along silver line phase 2 are so underutilized, it would benefit to introduce cheaper prices or free after certain hours to incentivize more people to take metro. Bike locker pricing is a good idea, but it should be mixed of the existing annual pass and the proposed pay by day rate Fares/Fees/Parking Beg, Dorrow, demand whatever needs to be done to get local authorities to pony up the money actually needed. It is a travestly inthout the detains of the previous CY and current CY budgets. There are other ways to address the budget problems such as decreasing salary and benefits for all WMATA employees including WMATA health insurance contributions and projected pension benefits. This mut be one of the worst run organizations on the planet. Operating Budget, Management and Spending Please increase service If possibleIII Service Levels Operating Budget, Management and Spending At people pay and FARE JUMPING STOPS. To be there when it happens is so thratening - you can not expect high usage when conditions are so unset and compansating for that financial loss can not ence the ways for adjuing for the transmost. Fares/Fees/Parking Metro is a valuable service. Keep it going!! Rail Service Fares/Fees/Parking Metro is a valuable service. Keep it going!! Rail Service Fares/Fees/Parking Metro is a val	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. To be a viable alternative to private vehicles, public transit needs to be fast, efficient, and affordable. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means revisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George?s county because it would affect my community the most I think it?s possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don?t understand that even 3.50 is too much to some people and families. I rely on the metro to get to work from the redine to green line and i also live	Miscellaneous Bus Service Bus Service Operating Budget, Management and Spending Bus Service
bus. Bus Service Parking prices should be more variable based on proximity to the city center (or demand based). Bus Service Parking prices should be more variable based on proximity to the city center (or demand based). Farea fer certain hours to incentivize more people to take metro. Bike locker pricing is a good idea, but It should be more variable based on proximity to more people to take metro. Bike locker pricing is a good idea, but Farea/Fees/Parking Beg, borrow, demand whatever needs to be done to get local authorities to pony up the money Rail Service Actually needed. It is a travesty that they train skime on Metro like this. Rail Service Public transit is vial for a healthy community and economy. Don't make service cuts Bus Service You cannot answer this survey without the details of the previous CY and current CY budgets. There are other ways to address the budget problems such as decreasing salary and benefits for all WMATA Derating Budget, Management and Spending Please increase service if possibell!! Service Levels Parking Budget, Management and Spending Please increase service if possibell!! Service Levels Service Levels At Lepoole pay and AFAE LUMPING STOPS. To be there when it happens is so threatening - you an not expert high usage when conditions are so unsafe and compensating for that financial loss can not be on back of paying cutsomers. Fares/Fees/Parking Beas E	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. To be a viable alternative to private vehicles, public transit needs to be fast, efficient, and affordable. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means revisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George?s county because it would affect my community the most I think it?s possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don?t understand that even 3.50 is too much to some people and families. I rely on the metro to spet on work from the redline to green line and i also live paycheck to paycheck so i would prefer not to spend more money on metro than groceries.	Miscellaneous Bus Service Bus Service Operating Budget, Management and Spending Bus Service
Garages along silver line phase 2 are so underutilized, it would benefit to introduce cheaper prices or Fares/Fees/Parking Garages along silver line phase 2 are so underutilized, it would benefit to introduce cheaper prices or Fares/Fees/Parking Free after certain hours to incentivize more people to take metro. Bike locker pricing is a good idea, bit Fares/Fees/Parking Beg, borrow, demand whatever needs to be done to get local authorities to pony up the money Fares/Fees/Parking actually needed. It is a travesty that they think they can skimp on Metro like this. Rail Service Volu cannot answer this survey without the details of the previous CY and current CY budgets. There are Bus Service You cannot answer this survey without the details of the previous CY and current CY budgets. There are Operating Budget, Management and Spending Please increase service if possible!!! Service Levels Service Levels Are people still jumping fare stations? Ensure that all people pay and you'll have more support for the unfavorable schedule/fare adjustments requested to meet maintenance expenses. No changes until and Lipeople pay and ARE JUMPING STOPS. To be there when it happens is so threatening - you can not expect high usage when conditions are so unsafe and compensating for that financial loss can not be on backs of paying customers. Pares/Fees/Parking Please increase and the possible of the previse Struct the salways packed, filled with eldery Fares/Fees/Parking Please increase and the protentse of t	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. To be a viable alternative to private vehicles, public transit needs to be fast, efficient, and affordable. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means revisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George?s county because it would affect my community the most I think it?s possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don?t understand that even 3.50 is too much to some people and families. I rely on the metro to get to work from the redline to green line and i also live paycheck to paychecks so i would prefer not to spend more money on metro than groceries. Please do NOT increase the fare. Please INCREASE the frequency of buses and trains. Please build	Miscellaneous Bus Service Bus Service Operating Budget, Management and Spending Bus Service Rail Service
free after certain hours to incentivize more people to take metro. Bikle locker pricing is a good idea, but it should be mixed of the existing annual pass and the proposed pay by day rate Fares/Fees/Parking Beg, borrow, demand whatever needs to be done to get local authorities to pony up the money actually needed. It is a travesty that they think they can skimp on Metro like this. Rail Service Public transit is vital for a healthy community and economy. Don't make service cuts. Bus Service You cannot answer this survey without the dealis of the previous CY and current CY budgets. There are other ways to address the budget problems such as decreasing salary and benefits for all WMATA employees including WMATA health insurance contributions and projected pension benefits. This mut be one of the worst run organizations on the planet. Operating Budget, Management and Spending Please increase service if possible!!! Service Levels Service Levels Are people still jumping fare stations? Ensure that all people pay and you'll have more support for the unfavorable schedule/fare adjustments requested to meet maintenance expenses. No changes until ALL people pay and FARE JUMPING STOPS. To be there when it happens is so threatening - you can not expect high usage when conditions are so unsafe and compensating for that financial loss can not be on backs of paying customers. Operating Budget, Management and Spending Please return the coin operated meters to the parking lots. Fares/Fees/Parking Rail Service Rail Service Ask the government for more money! Miscellaneous I'm a 2S-minute walk from Union Station and rely on the Ds to get to	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. To be a viable alternative to private vehicles, public transit needs to be fast, efficient, and affordable. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means revisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George?s county because it would affect my community the most I think It?s possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don?t understand that even 3.50 is to much to some people and families. Irely on the metro to get to work from the redline to green line and i also live paycheck to paycheck so i would prefer not to spend more money on metro than groceries. Please do NOT increase the fare. Please INCREASE the frequency of buses and trains. Please build COVERED BENCHES for ALL bus stops - it is so painful to stand outside for 30-60 minutes waiting for the bus.	Miscellaneous Bus Service Operating Budget, Management and Spending Bus Service Rail Service
it should be mixed of the existing annual pass and the proposed pay by day rate Fares/Fees/Parking Beg, borrow, demand whatever needs to be done to get local authorities to pony up the money Rail Service Public transit is vital for a healthy community and economy. Don't make service cuts. Bus Service Public transit is vital for a healthy community and economy. Don't make service cuts. Bus Service You cannot answer this survey without the details of the previous CY and current CY budgets. There are other ways to address the budget problems such as decreasing salary and benefits for all WMATA employees including WMATA health insurance contributions and projected pension benefits. This must be one of the worst run organizations on the planet. Operating Budget, Management and Spending Please increase service if possible!!! Are people still jumping fare stations? Ensure that all people pay and you'll have more support for the unfavorable schedule/fare adjustments requested to meet maintenance expenses. No changes until ALL people pay and FARE JUMPING STOPS. To be there when it happens is so threatening - you can not expect tigh usage when conditions are so unsafe and compensating for that financial loss can not be on backs of paying customers. Operating Budget, Management and Spending please return the coin operated meters to the parking lots. Fares/Fees/Parking Metro is a valuable service. Keep it going!! Ral Service As the government for more money! Miscellaneous I'm a 25-minute walk from Union Station and rely on the D6 to get to work on time every day. It's been a circlia part of many of my neighbors' commutes as well. T	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. To be a viable alternative to private vehicles, public transit needs to be fast, efficient, and affordable. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means revisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George?s county because it would affect my community the most I think it?s possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don?t understand that even 3.50 is too much to some people and families. I rely on the metro to sget to work from the redline to green line and i also live paycheck to paycheck so i would prefer not to spend more money on metro than groceries. Please do NOT increase the fare. Please INCREASE the frequency of buses and trains. Please build COVERED BENCHES for ALL bus stops - it is so painful to stand outside for 30-60 minutes waiting for the bus. Parking prices should be more variable based on proximity to the city center (or demand based).	Miscellaneous Bus Service Operating Budget, Management and Spending Bus Service Rail Service
Beg, borrow, demand whatever needs to be done to get local authorities to pony up the money Rail Service Actually needed. It is a travesty that they think they can skimp on Metro like this. Rail Service Public transit is vital for a healthy community and economy. Don't make service cuts. Bus Service You cannot answer this survey without the details of the previous CY and current CY budgets. There are other ways to address the budget problems such as decreasing salary and benefits for all WMATA employees including WMATA health insurance contributions and projected pension benefits. This must be one of the worst run organizations on the planet. Operating Budget, Management and Spending Please increase service if possible!!! Service Levels Service Levels Are people still jumping fare stations? Ensure that all people pay and you'll have more support for the unfavorable schedule/fare adjustments requested to meet maintenance expenses. No changes until ALL people pay and FARE JUMPING STOPS. To be there when it happens is so threatening - you can not expect high usage when conditions are so unsafe and compensating for that financial loss can not expect bigh usable service. Keep it going!! Rail Service Metro is a valuable service. Keep it going!! Rail Service Miscellaneous I'm a 25-minute walk from Union Station and rely on the D6 to get to work on time every day. It's been a critical part of many of my neighbors' commutes as well. The bus is always packed, filled with helderly and school children. Eliminating this line will create a massive barrier in our community. Bus Service	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. To be a viable alternative to private vehicles, public transit needs to be fast, efficient, and affordable. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means revisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George?s county because it would affect my community the most. I think it?s possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don?t understand that even 3.50 is too much to some people and families. I rely on the metro to get to work from the redline to green line and i also live paycheck to paycheck so i would prefer not to spend more money on metro than groceries. Please do NOT increase the fare. Please INCREASE the frequency of buses and trains. Please build COVERED BENCHES for ALL bus stops - it is so painful to stand outside for 30-60 minutes waiting for the bus. Parking prices should be more variable based on proximity to the city center (or demand based). Garages along silver line phase 2 are so underutilized, it would benefit to introduce cheaper prices or	Miscellaneous Bus Service Operating Budget, Management and Spending Bus Service Rail Service
Public transit is vital for a healthy community and economy. Don't make service cuts. Bus Service You cannot answer this survey without the details of the previous CY and current CY budgets. There are other ways to address the budget problems such as decreasing salary and benefits for all WMATA employees including WMATA health insurance contributions and projected pension benefits. This must be one of the worst run organizations on the planet. Bus Service Please increase service if possible!!! Service Levels Are people still jumping fare stations? Ensure that all people pay and you'll have more support for the unfavorable schedule/fare adjustments requested to meet maintenance expenses. No changes until ALL people pay and FARE JUMPING STOPS. To be there when it happens is so threatening - you can not expect high usage when conditions are so unsafe and compensating for that financial loss can not be on backs of paying customers. Operating Budget, Management and Spending Please return the coin operated meters to the parking lots. Fares/Fees/Parking Metro is a valuable service. Keep it going!! Rail Service As the government for more money! Miscellaneous I'm a 25-minute walk from Union Station and rely on the D6 to get to work on time every day. It's been a critical part of many of my neighbors' commutes as well. The bus is always packed, filled with elderly and school children. Eliminating this line will create a massive barrier in our community. Bus Service Eliminating bus lines and reducing service during an economic boom seems ridiculous. I would much rather have more frequent, expensive metro an	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. To be a viable alternative to private vehicles, public transit needs to be fast, efficient, and affordable. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means revisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George?s county because it would affect my community the most I think it?s possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don?t understand that even 3.50 is too much to some people and families. I rely on the metro to sget to work from the redline to green line and i also live paycheck to paycheck so i would prefer not to spend more money on metro than groceries. Please do NOT increase the fare. Please INCREASE the frequency of buses and trains. Please build COVERED BENCHES for ALL bus stops - it is so painful to stand outside for 30-60 minutes waiting for the bus. Parking prices should be more variable based on proximity to the city center (or demand based).	Miscellaneous Bus Service Operating Budget, Management and Spending Bus Service Rail Service Bus Service
You cannot answer this survey without the details of the previous CY and current CY budgets. There are other ways to address the budget problems such as decreasing salary and benefits for all WMATA employees including WMATA health insurance contributions and projected pension benefits. This must be one of the worst run organizations on the planet. Please increase service if possible!!! Arce people still jumping fare stations? Ensure that all people pay and you'll have more support for the unfavorable schedule/fare adjustments requested to meet maintenance expenses. No changes until ALL people pay and FARE JUMPING STOPS. To be there when it happens is so threatening - you can not expect high usage when conditions are so unsafe and compensating for that financial loss can not be on backs of paying customers. Please return the coin operated meters to the parking lots. Metro is a valuable service. Keep it going!! Ask the government for more money! I'm a 25-minute walk from Union Station and rely on the D6 to get to work on time every day. It's been a critical part of many of my neighbors' commutes as well. The bus is always packed, filled with elderly and school children. Eliminating this line will create a massive barrier in our community. Eliminating bus lines and reducing service during an economic boom seems ridiculous. I would much rather have more frequent, expensive metro and bus access than losse lines that 1 ride constantly. Avoiding turn backs in the middle of the lines should be a priority. The green/yellow at l?enfant	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. To be a viable alternative to private vehicles, public transit needs to be fast, efficient, and affordable. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means revisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George?s county because it would affect my community the most I think it?s possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don?t understand that even 3.50 is too much to some people and families. I rely on the metro to spet more money on metro than groceries. Please do NOT increase the fare. Please INCREASE the frequency of buses and trains. Please build COVERED BENCHES for ALL bus stops - it is so painful to stand outside for 30-60 minutes waiting for the bus. Parking prices should be more variable based on proximity to the city center (or demand based). Garages along silver line phase 2 are so underutilized, it would benefit to introduce cheaper prices or free after certain hours to incentivize more people to take metro. Bike locker pricing is a good idea, but it should be mixed of the existing annual pass and the proposed pay by day rate Beg, borrow, demand whatever needs to be done to get local authorities to pony up the money	Miscellaneous Bus Service Bus Service Operating Budget, Management and Spending Bus Service Rail Service Bus Service Fares/Fees/Parking
other ways to address the budget problems such as decreasing salary and benefits for all WMATA employees including WMATA health insurance contributions and projected pension benefits. This must be one of the worst run organizations on the planet. Please increase service if possible!! Mater people still jumping fare stations? Ensure that all people pay and you'll have more support for the unfavorable schedule/fare adjustments requested to meet maintenance expenses. No changes until ALL people pay and FARE JUMPING STOPS. To be there when it happens is so threatening - you can not expect high usage when conditions are so unsafe and compensating for that financial loss can not be on backs of paying customers. please return the coin operated meters to the parking lots. Metro is a valuable service. Keep it going!! Rail Service Ask the government for more money! I'm a 25-minute walk from Union Station and rely on the D6 to get to work on time every day. It's been a critical part of many of my neighbors' commutes as well. The bus is always packed, filled with eldery and school children. Eliminating this line will create a massive barrier in our community. Eliminating bus lines and reducing service during an economic boom seems ridiculous. I would much rather have more frequent, expensive metro and bus access than lose lines that I ride constantty. Avoiding turn backs in the middle of the lines should be a priority. The green/yellow at l?enfant	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. To be a viable alternative to private vehicles, public transit needs to be fast, efficient, and affordable. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means revisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George?s county because it would affect my community the most. I think it?s possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don?t understand that even 3.50 is too much to some people and families. I rely on the metro to get to work from the redline to green line and i also live paycheck to paycheck so i would prefer not to spend more money on metro than groceries. Please do NOT increase the fare. Please INCREASE the frequency of buses and trains. Please build COVERED BENCHES for ALL bus stops - it is so painful to stand outside for 30-60 minutes waiting for the bus. Parking prices should be more variable based on proximity to the city center (or demand based). Garages along silver line phase 2 are so underutilized, it would benefit to introduce cheaper prices or free after certain hours to incentivize more people to take metro. Bike locker pricing is a good idea, but it should be mixed of the existing annual pass and the proposed pay by day rate Beg, borrow, demand whatever needs to be done to get local authorities to pony up the money actually needed. It is a travesty that they think they can skimp on Metro like this.	Miscellaneous Bus Service Bus Service Operating Budget, Management and Spending Bus Service Rail Service Fares/Fees/Parking Rail Service Rail Service
be one of the worst run organizations on the planet. Operating Budget, Management and Spending Please increase service if possible!!! Service Levels Are people still jumping fare stations? Ensure that all people pay and you'll have more support for the unfavorable schedule/fare adjustments requested to meet maintenance expenses. No changes until ALL people pay and FARE JUMPING STOPS. To be there when it happens is so threatening - you can not expect high usage when conditions are so unsafe and compensating for that financial loss can not be on backs of paying customers. Operating Budget, Management and Spending Please return the coin operated meters to the parking lots. Fares/Fees/Parking Metro is a valuable service. Keep it going!! Rail Service Ask the government for more money! Miscellaneous 'I'm a 25-minute walk from Union Station and rely on the D6 to get to work on time every day. It's been a critical part of many of my neighbors' commutes as well. The bus is always packed, filled with elderly and school children. Eliminating this line will create a massive barrier in our community. Bus Service Eliminating bus lines and reducing service during an economic boom seems ridiculous. I would much rather have more frequent event on abus access than losse lines that 1 ride constantly. Bus Service Avoiding turn backs in the middle of the lines should be a priority. The green/yellow at l?enfant Bus Service	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. To be a viable alternative to private vehicles, public transit needs to be fast, efficient, and affordable. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means revisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George?s county because it would affect my community the most I think It?s possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don?t understand that even 3.50 is too much to some people and families. Irely on the metro to get to work from the redline to green line and i also live paycheck to paycheck so i would prefer not to spend more money on metro than groceries. Please do NOT increase the fare. Please INCREASE the frequency of buses and trains. Please build COVERED BENCHES for ALL bus stops - it is so painful to stand outside for 30-60 minutes waiting for the bus. Parking prices should be more variable based on proximity to the city center (or demand based). Garages along silver line phase 2 are so underutilized, it would benefit to introduce cheaper prices or free after certain hours to incentivize more people to take metro. Bike locker pricing is a good idea, but it should be mixed of the existing annual pass and the proposed pay by day rate Beg, borrow, demand whatever needs to be done to get local authorities to pony up the money actually needed. It is a travesty that they think they can skimp on Metro like this. Public transit is vital for	Miscellaneous Bus Service Bus Service Qperating Budget, Management and Spending Bus Service Rail Service Fares/Fees/Parking Rail Service Bus Service Bus Service Bus Service Bus Service
Please increase service if possible!!! Service Levels Are people still jumping fare stations? Ensure that all people pay and you'll have more support for the unfavorable schedule/fare adjustments requested to meet maintenance expenses. No changes until AL people pay and FARE JUMPING STOPS. To be there when it happens is so threatening - you can not expect high usage when conditions are so unsafe and compensating for that financial loss can not be on backs of paying customers. Operating Budget, Management and Spending Please return the coin operated meters to the parking lots. Fares/Fees/Parking Metro is a valuable service. Keep it going!! Rail Service Ask the government for more money! Miscellaneous 'I'm a 25-minute walk from Union Station and rely on the D6 to get to work on time every day. It's been a critical part of many of my neighbors' commutes as well. The bus is always packed, filled with elderly and school children. Eliminating this line will create a massive barrier in our community. Bus Service Eliminating bus lines and reducing service during an economic boom seems ridiculous. I would much rather have more frequent, expensive metro and bus access than lose lines shat I ride constantly. Bus Service Avoiding turn backs in the middle of the lines should be a priority. The green/yellow at l?enfant Bus Service	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. To be a viable alternative to private vehicles, public transit needs to be fast, efficient, and affordable. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means revisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George? county because it would affect my community the most I think it?s possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don?t understand that even 3.50 is too much to some people and families. I rely on the metro to get to work from the redline to green line and i also live paycheck to paycheck so i would prefer not to spend more money on metro than groceries. Please do NOT increase the fare. Please INCREASE the frequency of buses and trains. Please build COVERED BENCHES for ALL bus stops - it is so painful to stand outside for 30-60 minutes waiting for the bus. Parking prices should be more variable based on proximity to the city center (or demand based). Garages along silver line phase 2 are so underutilized, it would benefit to introduce cheaper prices or free after certain hours to incentivize more people to take metro. Bike locker pricing is a good idea, but it should be mixed of the existing annual pass and the proposed pay by day rate Beg, borrow, demand whatever needs to be done to get local authorities to pony up the money actually needed. It is a travesty that they think they can skimp on Metro like this. Public transit is vital for a healthy community and	Miscellaneous Bus Service Bus Service Qperating Budget, Management and Spending Bus Service Rail Service Fares/Fees/Parking Rail Service Bus Service Bus Service Bus Service Bus Service
Are people still jumping fare stations? Ensure that all people pay and you'll have more support for the unfavorable schedule/fare adjustments requested to meet maintenance expenses. No changes until ALL people pay and FARE JUMPING STOPS. To be there when it happens is so threatening - you can not expect high usage when conditions are so unsafe and compensating for that financial loss can not be on backs of paying customers. Operating Budget, Management and Spending on backs of paying customers. Operating Budget, Management and Spending please return the coin operated meters to the parking lots. Fares/Fees/Parking Metro is a valuable service. Keep it going!! Rail Service Ask the government for more money! Miscellaneous ''n a 25-minute walk from Union Station and rely on the D6 to get to work on time every day. It's been a critical part of many of my neighbors' commutes as well. The bus is always packed, filled with elderly and school children. Eliminating this line will create a massive barrier in our community. Bus Service Eliminating bus lines and reducing service during an economic boom seems ridiculous. I would much rather have more frequent, expensive metro and bus access than lose lines that I ride constantly. Bus Service Avoiding turn backs in the middle of the lines should be a priority. The green/yellow at I?enfant Bus Service	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means revisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George?s county because it would affect my community the most I think It?s possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don?t understand that even 3.50 is too much to some people and families. I rely on the metro to get to work from the redline to green line and i also live paycheck to paycheck so i would prefer not to spend more money on metro than groceries. Please do NOT increase the fare. Please INCREASE the frequency of buses and trains. Please build COVERED BENCHES for ALL bus stops - it is so painful to stand outside for 30-60 minutes waiting for the bus. Parking prices should be more variable based on proximity to the city center (or demand based). Garages along silver line phase 2 are so underutilized, it would benefit to introduce cheaper prices or free after certain hours to incentivize more people to take metro. Bike locker pricing is a good idea, but it should be mixed of the existing annual pass and the proposed pay by day rate Beg, borrow, demand whatever needs to be done to get local authorities to pony up the money actually needed. It is a travesty that they think they can skimp on Metro like this. Public transit is vital for a healthy community and economy. Don't make service cuts. You cannot answer this survey without the details	Miscellaneous Bus Service Bus Service Operating Budget, Management and Spending Bus Service Rail Service Fares/Fees/Parking Rail Service Bus Service Bus Service Bus Service Bus Service
ALL people pay and FARE JUMPING STOPS. To be there when it happens is so threatening - you can not expect high usage when conditions are so unsafe and compensating for that financial loss can not be on backs of paying customers. Operating Budget, Management and Spending please return the coin operated meters to the parking lots. Fares/Fees/Parking Metro is a valuable service. Keep it going!! Rail Service Ask the government for more money! Miscellaneous I'm a 25-minute walk from Union Station and rely on the D6 to get to work on time every day. It's been a critical part of many of my neighbors' commutes as well. The bus is always packed, filled with elderly and school children. Eliminating this line will create a massive barrier in our community. Bus Service Eliminating bus lines and reducing service during an economic boom seems ridiculous. I would much rather have more frequent, expensive metro and bus access than losse lines shat I ride constantly. Bus Service Avoiding turn backs in the middle of the lines should be a priority. The green/yellow at l?enfant Bus Service	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. To be a viable alternative to private vehicles, public transit needs to be fast, efficient, and affordable. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means revisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George?s county because it would affect my community the most I think it?s possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don?t understand that even 3.50 is too much to some people and families. Irely on the metro to get to work from the redine to green line and i also live paycheck to paycheck so i would prefer not to spend more money on metro than groceries. Please do NOT increase the fare. Please INCREASE the frequency of buses and trains. Please build COVERED BENCHES for ALL bus stops - it is so painful to stand outside for 30-60 minutes waiting for the bus. Parking prices should be more variable based on proximity to the city center (or demand based). Garages along silver line phase 2 are so underutilized, it would benefit to introduce cheaper prices or free after certain hours to incentivize more people to take metro. Bike locker pricing is a good idea, but it should be mixed of the existing annual pass and the proposed pay by day rate Beg, borrow, demand whatever needs to be done to get local authorities to pony up the money actually needed. It is a travesty that they think they can skimp on Metro like this. Public transit is vital for a healthy community and e	Miscellaneous Bus Service Bus Service Operating Budget, Management and Spending Bus Service Rail Service Fares/Fees/Parking Rail Service Description Bus Service Operating Budget, Management and Spending
expect high usage when conditions are so unsafe and compensating for that financial loss can not be on backs of paying customers. Operating Budget, Management and Spending please return the coin operated meters to the parking lots. Fares/Fees/Parking Metro is a valuable service. Keep it going!! Rail Service Ask the government for more money! Miscellaneous I'm a 25-minute walk from Union Station and rely on the D6 to get to work on time every day. It's been a critical part of many of my neighbors' commutes as well. The bus is always packed, filled with elder and school children. Eliminating this line will create a massive barrier in our community. Bus Service Eliminating bus lines and reducing service during an economic boom seems ridiculous. I would much avoiding turn backs in the middle of the lines should be a priority. The green/yellow at I?enfant	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means revisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George?s county because it would affect my community the most I think It?s possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don?t understand that even 3.50 is too much to some people and families. I rely on the metro to get to work from the redline to green line and i also live paycheck to paycheck so i would prefer not to spend more money on metro than groceries. Please do NOT increase the fare. Please INCREASE the frequency of buses and trains. Please build COVERED BENCHES for ALL bus stops - it is so painful to stand outside for 30-60 minutes waiting for the bus. Parking prices should be more variable based on proximity to the city center (or demand based). Garages along silver line phase 2 are so underutilized, it would benefit to introduce cheaper prices or free after certain hours to incentivize more people to take metro. Bike locker pricing is a good idea, but it should be mixed of the existing annual pass and the proposed pay by day rate Beg, borrow, demand whatever needs to be done to get local authorities to pony up the money actually needed. It is a travesty that they think they can skimp on Metro like this. Public transit is vital for a healthy community and economy. Don't make service cuts. You cannot answer this survey without the details	Miscellaneous Bus Service Bus Service Operating Budget, Management and Spending Bus Service Rail Service Fares/Fees/Parking Rail Service Description Bus Service Operating Budget, Management and Spending
on backs of paying customers. Operating Budget, Management and Spending please return the coin operated meters to the parking lots. Fares/Fees/Parking Metro is a valuable service. Keep it going!! Rail Service Ask the government for more money! Miscellaneous ''m a 25-minute walk from Union Station and rely on the D6 to get to work on time every day. It's been a critical part of many of my neighbors' commutes as well. The bus is always packed, filled with elderly and school children. Eliminating this line will create a massive barrier in our community. Bus Service Eliminating bus lines and reducing service during an economic boom seems ridiculous. I would much rather have more frequent, expensive metro and bus access than lose lines that I ride constantly. Bus Service Avoiding turn backs in the middle of the lines should be a priority. The green/yellow at I?enfant Bus Service	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. To be a viable alternative to private vehicles, public transit needs to be fast, efficient, and affordable. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means revisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George?s county because it would affect my community the most I think It?s possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don?t understand that even 3.50 is too much to some people and families. Irely on the metro to get to work from the redline to green line and i also live paycheck to paycheck so i would prefer not to spend more money on metro than groceries. Please do NOT increase the fare. Please INCREASE the frequency of buses and trains. Please build COVERED BENCHES for ALL bus stops - it is so painful to stand outside for 30-60 minutes waiting for the bus. Parking prices should be more variable based on proximity to the city center (or demand based). Garages along silver line phase 2 are so underutilized, it would benefit to introduce cheaper prices or free after certain hours to incentivize more people to take metro. Bike locker pricing is a good idea, but it should be mixed of the existing annual pass and the proposed pay by day rate Beg, borrow, demand whatever needs to be done to get local authorities to pony up the money actually needed. It is a travesty that they think they can skimp on Metro ike this. Public transit is vital for a healthy community and e	Miscellaneous Bus Service Bus Service Operating Budget, Management and Spending Bus Service Rail Service Fares/Fees/Parking Rail Service Description Bus Service Operating Budget, Management and Spending
please return the coin operated meters to the parking lots. Fares/Fees/Parking Metro is a valuable service. Keep it going!! Rail Service Ask the government for more money! Miscellaneous I'm a 25-minute walk from Union Station and rely on the D6 to get to work on time every day. It's been a critical part of many of my neighbors' commutes as well. The bus is always packed, filled with elderly and school children. Eliminating this line will create a massive barrier in our community. Bus Service Eliminating bus lines and reducing service during an economic boom seems ridiculous. I would much rather have more frequent, expensive metro and bus access than lose lines that I ride constantly. Bus Service Avoiding turn backs in the middle of the lines should be a priority. The green/yellow at I?enfant Bus Service	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. To be a viable alternative to private vehicles, public transit needs to be fast, efficient, and affordable. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means revisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George?s county because it would affect my community the most I think it?s possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don?t understand that even 3.50 is too much to some people and families. I rely on the metro to sget to work from the redline to green line and i also live paycheck to paycheck so i would prefer not to spend more money on metro than groceries. Please do NOT increase the fare. Please INCREASE the frequency of buses and trains. Please build COVERED BENCHES for ALL bus stops - it is so painful to stand outside for 30-60 minutes waiting for the bus. Parking prices should be more variable based on proximity to the city center (or demand based). Garages along silver line phase 2 are so underutilized, it would benefit to introduce cheaper prices or free after certain hours to incentivize more people to take metro. Bike locker pricing is a good idea, but it should be mixed of the existing annual pass and the proposed pay by day rate Beg, borrow, demand whatever needs to be done to get local authorities to pony up the money actually needed. It is a travesty that they think they can skimp on Metro like this. You cannot answer this survey without the details	Miscellaneous Bus Service Bus Service Operating Budget, Management and Spending Bus Service Rail Service Fares/Fees/Parking Rail Service Description Bus Service Operating Budget, Management and Spending
Ask the government for more money! I'm a 25-minute walk from Union Station and rely on the D6 to get to work on time every day. It's been a critical part of many of my neighbors' commutes as well. The bus is always packed, filled with elderly and school children. Eliminating this line will create a massive barrier in our community. Eliminating bus lines and reducing service during an economic boom seems ridiculous. I would much rather have more frequent, expensive metro and bus access than lose lines that I ride constantly. Avoiding turn backs in the middle of the lines should be a priority. The green/yellow at I?enfant Miscellaneous Miscellaneous Bus Service	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. To be a viable alternative to private vehicles, public transit needs to be fast, efficient, and affordable. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means revisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George?s county because it would affect my community the most I think it?s possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don?t understand that even 3.50 is too much to some people and families. I rely on the metro to sget to work from the redline to green line and i also live paycheck to paycheck so i would prefer not to spend more money on metro than groceries. Please do NOT increase the fare. Please INCREASE the frequency of buses and trains. Please build COVERED BENCHES for ALL bus stops - it is so painful to stand outside for 30-60 minutes waiting for the bus. Parking prices should be more variable based on proximity to the city center (or demand based). Garages along silver line phase 2 are so underutilized, it would benefit to introduce cheaper prices or free after certain hours to incentivize more people to take metro. Bike locker pricing is a good idea, but it should be mixed of the existing annual pass and the proposed pay by day rate. Beg, borrow, demand whatever needs to be done to get local authorities to pony up the money actually needed. It is a travesty that they think they can skimg on Metro like this. Public transit is vital for a healthy community a	Miscellaneous Bus Service Bus Service Operating Budget, Management and Spending Bus Service Rail Service Fares/Fees/Parking Rail Service Operating Budget, Management and Spending Service Operating Budget, Management and Spending Service
I'm a 25-minute walk from Union Station and rely on the D6 to get to work on time every day. It's been a critical part of many of my neighbors' commutes as well. The bus is always packed, filled with elderly and school children. Eliminating this line will create a massive barrier in our community. Bus Service Eliminating bus lines and reducing service during an economic boom seems ridiculous. I would much rather have more frequent, expensive metro and bus access than lose lines that I ride constantly. Bus Service Avoiding turn backs in the middle of the lines should be a priority. The green/yellow at I?enfant Bus Service	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. To be a viable alternative to private vehicles, public transit needs to be fast, efficient, and affordable. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means revisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George?s county because it would affect my community the most I think it?s possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don?t understand that even 3.50 is too much to some people and families. Irely on the metro to get to work from the redline to green line and i also live paycheck to paycheck so i would prefer not to spend more money on metro than groceries. Please do NOT increase the fare. Please INCREASE the frequency of buses and trains. Please build COVERED BENCHES for ALL bus stops - it is so painful to stand outside for 30-60 minutes waiting for the bus. Parking prices should be more variable based on proximity to the city center (or demand based). Garages along silver line phase 2 are so underutilized, it would benefit to introduce cheaper prices or free after cartain hours to incentivize more people to take metro. Bike locker pricing is a good idea, but it should be mixed of the existing annual pass and the proposed pay by day rate Beg, borrow, demand whatever needs to be done to get local authorities to pony up the money actually needed. It is a travesty that they think they can skimp on Metro like this. Plublic transit is vital for a healthy community and	Miscellaneous Bus Service Bus Service Operating Budget, Management and Spending Bus Service Rail Service Fares/Fees/Parking Rail Service Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending Fares/Fees/Parking
a critical part of many of my neighbors' commutes as well. The bus is always packed, filled with elderly and school children. Eliminating this line will create a massive barrier in our community. Bus Service Eliminating bus lines and reducing service during an economic boom seems ridiculous. I would much rather have more frequent, expensive metro and bus access than lose lines that I ride constantly. Bus Service Avoiding turn backs in the middle of the lines should be a priority. The green/yellow at I?enfant	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. To be a viable alternative to private vehicles, public transit needs to be fast, efficient, and affordable. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means revisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George?s county because it would affect my community the most I think it?s possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don?t understand that even 3.50 is too much to some people and families. I rely on the metro to sget to work from the redline to green line and i also live paycheck to paycheck so i would prefer not to spend more money on metro than groceries. Please do NOT increase the fare. Please INCREASE the frequency of buses and trains. Please build COVERED BENCHES for ALL bus stops - it is so painful to stand outside for 30-60 minutes waiting for the bus. Parking prices should be more variable based on proximity to the city center (or demand based). Garages along silver line phase 2 are so underutilized, it would benefit to introduce cheaper prices or free after certain hours to incentivize more people to take metro. Bike locker pricing is a good idea, but it should be mixed of the existing annual pass and the proposed pay by day rate Beg, borrow, demand whatever needs to be done to get local authorities to pony up the money actually needed. It is a travesty that they think they can skimp on Metro like this. Public transit is vital for a healthy community an	Miscellaneous Bus Service Bus Service Operating Budget, Management and Spending Bus Service Rail Service Fares/Fees/Parking Rail Service Operating Budget, Management and Spending Service Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending Fares/Fees/Parking Rail Service
Eliminating bus lines and reducing service during an economic boom seems ridiculous. I would much rather have more frequent, expensive metro and bus access than lose lines that I ride constantly. Bus Service Avoiding turn backs in the middle of the lines should be a priority. The green/yellow at I?enfant	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. To be a viable alternative to private vehicles, public transit needs to be fast, efficient, and affordable. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means revisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George?s county because it would affect my community the most I think it?s possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don?t understand that even 3.50 is too much to some people and families. I rely on the metro to get to work from the redline to green line and i also live paycheck to paycheck so i would prefer not to spend more money on metro than groceries. Please do NOT increase the fare. Please INCREASE the frequency of buses and trains. Please build COVERED BENCHES for ALL bus stops - it is so painful to stand outside for 30-60 minutes waiting for the bus. Parking prices should be more variable based on proximity to the city center (or demand based). Garages along silver line phase 2 are so underutilized, it would benefit to introduce cheaper prices or free after certain hours to incentivize more people to take metro. Bike locker pricing is a good idea, but it should be mixed of the existing annual pass and the proposed pay by day rate Beg, borrow, demand whatever needs to be done to get local authorities to pony up the money actually needed. It is a travesty that they think they can skimg on Metro like this. Public transit is vital for a healthy community and	Miscellaneous Bus Service Bus Service Operating Budget, Management and Spending Bus Service Rail Service Fares/Fees/Parking Rail Service Operating Budget, Management and Spending Service Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending Service Levels
rather have more frequent, expensive metro and bus access than lose lines that I ride constantly. Bus Service Avoiding turn backs in the middle of the lines should be a priority. The green/yellow at I?enfant	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. To be a viable alternative to private vehicles, public transit needs to be fast, efficient, and affordable. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means revisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George?s county because it would affect my community the most I think it?s possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don?t understand that even 3.50 is too much to some people and families. I rely on the metro to sget to work from the redline to green line and i also live paycheck to paycheck so i would prefer not to spend more money on metro than groceries. Please do NOT increase the fare. Please INCREASE the frequency of buses and trains. Please build COVERED BENCHES for ALL bus stops - it is so painful to stand outside for 30-60 minutes waiting for the bus. Parking prices should be more variable based on proximity to the city center (or demand based). Garages along silver line phase 2 are so underutilized, it would benefit to introduce cheaper prices or free after certain hours to incentivize more people to take metro. Bike locker pricing is a good idea, but it should be mixed of the existing annual pass and the proposed pay by day rate Beg, borrow, demand whatever needs to be done to get local authorities to pony up the money actually needed. It is a travesty that they think they can skimp on Metro like this. Public transit is vital for a healthy community an	Miscellaneous Bus Service Bus Service Operating Budget, Management and Spending Bus Service Rail Service Fares/Fees/Parking Rail Service Operating Budget, Management and Spending Service Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending Service Levels
Avoiding turn backs in the middle of the lines should be a priority. The green/yellow at I?enfant	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. To be a viable alternative to private vehicles, public transit needs to be fast, efficient, and affordable. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means rewisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George?s county because it would affect my community the most I think it?s possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don?t understand that even 3.50 is too much to some people and families. I rely on the metro to spet more money on metro than groceries. Please do NOT increase the fare. Please INCREASE the frequency of buses and trains. Please build COVERED BENCHES for ALL bus stops - it is so painful to stand outside for 30-60 minutes waiting for the bus. Parking prices should be more variable based on proximity to the city center (or demand based). Garages along silver line phase 2 are so underutilized, it would benefit to introduce cheaper prices or free after certain hours to incentivize more people to take metro. Bike locker pricing is agooid, but it should be mixed of the existing annual pass and the proposed pay by day rate Beg, borrow, demand whatever needs to be done to get local authorities to pony up the money actually needed. It is a travesty that they think they can skimp on Metro like this. Public transit is vital for a healthy community and economy. Don't make service cuts. You cannot answer this survey without the details of the previous CY and cur	Miscellaneous Bus Service Bus Service Operating Budget, Management and Spending Bus Service Rail Service Fares/Fees/Parking Rail Service Operating Budget, Management and Spending Service Operating Budget, Management and Spending Service Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending Service Levels
bunching up can lead to sitting in tunnels for upwards of 10 minutes waiting for trains to clear Rail Service	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means revisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George?s county because it would affect my community the most I think It?s possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don?t understand that even 3.50 is too much to some people and families. I rely on the metro to get to work from the redline to green line and i also live paycheck to paycheck so i would prefer not to spend more money on metro than groceries. Please do NOT increase the fare. Please INCREASE the frequency of buses and trains. Please build COVERED BENCHES for ALL bus stops - it is so painful to stand outside for 30-60 minutes waiting for the bus. Parking prices should be more variable based on proximity to the city center (or demand based). Garages along silver line phase 2 are so underutilized, it would benefit to introduce cheaper prices or free after certain hours to incentivize more people to take metro. Bike locker pricing is a good idea, but it should be mixed of the existing annual pass and the proposed pay by day rate Beg. Dorrow, demand whatever needs to be done to get local authorities to pony up the money actually needed. It is a travesty that they can skimp on Metro like this. Public transit is vital for a healthy community and economy. Don't make service cuts. You cannot answer this survey without the details of the pervious CY and current CY	Miscellaneous Bus Service Bus Service Qperating Budget, Management and Spending Bus Service Rail Service Fares/Fees/Parking Rail Service Operating Budget, Management and Spending Service Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending Service Levels
	No comments The proposed service cuts would turn Metrorail from a mostly functioning subway system into a third- rate train system. Please raise fares rather than cut service to avoid to death spiral of low ridership and low revenue. Consolidation of the 16 (Y, M, A, etc) for Columbia Pike was good since there were too many buses, but now the M gets really crowded on some trips. More frequency on the Pike please. To be a viable alternative to private vehicles, public transit needs to be fast, efficient, and affordable. Budgeting on a one-year, multi jurisdiction cycle is unnecessarily complex. Work to change this, even if it means rewisiting the congressional compact. Also, please keep the 11Y. Thank you. I would like to keep as many bus routes for PRince George?s county because it would affect my community the most I think it?s possible that people would be more willing to pay for the metro instead of jumping the gate if prices were more affordable at all times. You don?t understand that even 3.50 is too much to some people and families. I rely on the metro to spet more money on metro than groceries. Please do NOT increase the fare. Please INCREASE the frequency of buses and trains. Please build COVERED BENCHES for ALL bus stops - it is so painful to stand outside for 30-60 minutes waiting for the bus. Parking prices should be more variable based on proximity to the city center (or demand based). Garages along silver line phase 2 are so underutilized, it would benefit to introduce cheaper prices or free after certain hours to incentivize more people to take metro. Bike locker pricing is agooid, but it should be mixed of the existing annual pass and the proposed pay by day rate Beg, borrow, demand whatever needs to be done to get local authorities to pony up the money actually needed. It is a travesty that they think they can skimp on Metro like this. Public transit is vital for a healthy community and economy. Don't make service cuts. You cannot answer this survey without the details of the previous CY and cur	Miscellaneous Bus Service Bus Service Qperating Budget, Management and Spending Bus Service Rail Service Fares/Fees/Parking Rail Service Operating Budget, Management and Spending Service Operating Budget, Management and Spending Service Levels Operating Budget, Management and Spending Service Levels

Command	Cohoran
Comment	Category
Cutting service will lead to even lower ridership, leading to a spiral that would be very difficult to pull out of.	Service Levels
Metro is our lifeblood or our region. Do not cut service	Rail Service
The D6 is a lifeline. I cannot walk to the train station from my home and the D6 is the only bus that will	
take me to the train within reasonable walking distance. Removing this line would cause major	
negative impact on my ability to travel to and from work. Once again, WMATA fails. A decades long litany of poor management, decaying infrastructure,	Bus Service
questionable investments (Silver Line?), budget overruns, repeated and avoidable safety failures, and	
budgetary distress. Appalling that the capital of the free world has such a miserable transit system.	
Looks good from the outside, but not so much up close. The overall funding mechanism is deeply	
flawed. We need a regional transit taxing authority, like real metro areas.	Operating Budget, Management and Spending
Please do not cut service on columbia pike bus lines. It's the only mode of transportation for some folks in the area and the frequency at times can already add significant time to trips as well as the	
unpredictable late-night service (sometimes requiring folks to walk for long distances) are not ideal but	
far superior to what would happen under cuts.	Bus Service
Metro needs to start collecting fares for the bus and train services. In my limited experience 90 % bus	
riders do pay and probably 50 % of train riders don't. We should start collecting the fares before fare	Due Camina
increases. Some people (including me) don?t have a lot of money to pay for metro. And we need to get around.	Bus Service
Also, some of the metrobus lines that are proposed to getting cut are critical for everyday use.	
Especially at night.	Bus Service
The system feels underused at its present state due to the network and schedule, reducing or cutting	
on it without thinking of improving the connectivity within the system (less radial and more of a european style) would definitely make more people use public transport and automatically increase	
income by only adapting the system to the users instead of changing the offered services. Also, I think a	
25% increase is too drastic of a measure to take in one step, maybe it should be increased only 10%	
initially and only after another 6 months another 5-10% increase, and if necessary again until	
necessary, but with a gradual increase not to shock certain users out of the system alltogether by doing	
one increase which might be too drastic.	Service Levels
Please do not cut lines the metro is so important and it helps a lot when im lost and stuck just increase prices for that?s it leave the lines alone!!!	Bus Service
We use the D4, D6, D8, 90, 92 all the time to take our kids to different activities. We use it to get to and	
from the metro, and to the grocery store. Losing services on these lines will severely limit our mobility.	Bus Service
I am disabled and old; Metro Access fares seemed to decrease to \$2 or \$4n onw way. I can pay more	
for the service; like the \$8 one way that it used to be. Approximately 20 percent of the d6 buses don't seem to have working card readers. This is probably	MetroAccess
causing a big undercount of riders. Additionally the d6 has huge ridership from 5-12graders traveling to	
and from school downtown near gallery place and these kids won't be able to easily get to school	
without the d6. I love the d6 but the service has become unreliable so I will sometimes walk out of my	
way to stadium armory so that I am not late to work. If the d6 came reliably, I would take it everyday.	Bus Service
Please do not cut the D6 bus route! It is a primary route that many, many residents of Capitol Hill take	
to reach Union station and other parts of the city. It would greatly disadvantage those trying to reach schools and jobs. During rush hour, the bus is packed with standing room only - it is so in demand. We	
so appreciate your consideration of keeping this route in place!	Bus Service
This proposal is horrifying. I am well aware that Metro is not at fault for this catastrophe, and as a	
resident I urge WMATA to do everything in its power to put maximum pressure on the various	
governments to provide appropriate funding. Please don't sugar coat anything. Tell the public that	
these changes would be the fault of their elected officials, and that we as a region cannot even begin to accept this kind of scenario. As a general comment, I would say that if the funding gap isn't met, it's	
probably better to temporarily make up the difference with fare hikes rather than service cuts. This is	
because once more funding is obtained later, it's much easier to quickly drop the fares back down than	
it is to ramp service levels back up. Also, if we have to go down that dreadful road, I would urge	
WMATA to be fully transparent about the higher fares. For example, put a sign on the fare machine	
that says 'Do you think these fares are too high? We do too! Tell your elected representatives to fully fund Metro!'. As long as many residents continue to think that this is somehow WMATA's problem, the	
jurisdictions can keep getting away with skimping on funding for Metro. Thank you for all you do, and	
be bold in fighting for a better future!	Bus Service
Many of these proposals are highly harmful to the local communities that depend upon Metro rail and	
bus services for their daily activities and lives. The brunt of the service cuts and fare increases will be	
placed on the communities most unable to change to other forms of transit, exacerbating inequities in this region. These doomsday scenarios may be used by Metro to lobby for proper funding, but they are	
an recurring source of stress for those of us who are being used as pawns in Metro's budgetary games.	Operating Budget, Management and Spending
D6 is an important and highly used bus route for the Capitol Hill neighborhood.	Bus Service
We need the buses to run.	Bus Service
dont change anything, our community needs it I don?t think the people making decisions have taken the bus or the metro in a while. There is already	Service Levels
I don?t think the people making decisions have taken the bus or the metro in a while. There is already lowered service and when Metro is your only mode of transportation, service cuts, is frightening. The	
buses I take are full so I?m wondering about why some routes are being cut. For example, cutting the	
E2. There is no other bus that is in that NE direction, but you also want to cut the D6. Why are certain	
areas of NE not being serviced? I implore you to ride these routes yourself and not just analyze the	Bus Service
More handicapped parking is needed, especially at Silver Spring Metro station.	Fares/Fees/Parking
Do not follow through with any of those plans because it would make traveling difficult for people who use the system daily.	Miscellaneous
Don?t know	Miscellaneous
I am poor. Metro Access is a lot cheaper than taxis. Many of us are poor. We do not have cars.	MetroAccess
The design of this survey fails to provide context, eg what is the current frequency on metro lines,	
making it hard to respond positively to rail cuts, for example. In general, the budget cuts should be informed by studies of the change in behavior, ie when will service cuts or fare increases create even	
worse results, eg people just give up on using metro because it comes so infrequently?	Operating Budget, Management and Spending
Strongly disagree with increasing fees for elderly and disabled. That population is already vulnerable	
with increases in healthcare, diet, housing cost adjustment?we need more consideration in these areas.	
Baby boomers and their direct descendants are primarily on fixed incomes that do not keep up with	
inflationary impact. We need more physical assistance at least. Bus service is terrible. Even with real time they barely arrive according to the apps or not at all. It?s a	Fares/Fees/Parking
disgrace for the nation?s capitol	Bus Service
I checked the options saying I was not in favor of the 25% fare increase. I could support a smaller fare	
increase, especially if we retain programs such as kids ride free and discounts for low income residents.	Fares/Fees/Parking
For some of us who cannot drive, Metro is our only option - for work, for grocery shopping, for being	
able to travel around the DMV area at all. An increase in fares makes it more difficult to choose to go anywhere because of the cost (which in the long term may not be beneficial to Metro, decreasing its	
ridership further) but a reduction in service means we cannot access that region/area at all.	Fares/Fees/Parking
in a start out a readerior in service means we cannot access that region/area at all.	

Comment	Category
If service is cut passengers will have longer wait time, this can mean being late for work and	
appointments, Also very hard to wait in cold/hot temperatures, especially seniors.	Bus Service
Cuts would send use into a death spiral, I fear. I'd rather pay a bit more. But I really wish local and state	
governments would step up and provide more funding.	Capital Budget
My greatest concern is residents' ability to efficiently commute to and from work. Some of these service cuts seem reasonable (Holidays, certain metro stops, bus lines that run along a metro line,	
weekend bus frequency, etc.) but to cut the frequency of all Metro rail service and most Metro bus	
service on weekdays makes this city nearly unlivable. If I need to buy a car to get from NW DC to	
Downtown DC for my job, I would seriously consider moving out of the city and Metro region all	
together. If this has to happen, ideally we'd see a balance of service cuts and rate increases.	Bus Service
I personally think a new image of metro trains - clean and reliable - is long due. The current strategy	
makes metro service a dying sector when it's absolutely an essential component of vibrant DMV life. I	
believe it has the potential to become a DC signature for national and international tourists.	Rail Service
No cuts, no fare increases. Defund the DC PD	Fares/Fees/Parking
Do not decrease rush-hour frequency on rail and bus. That will kill the most important and faithful	
sector of Metro ridership.	Bus Service
Holy	Miscellaneous
I would prefer longer wait times as opposed to an increase in fares.	Fares/Fees/Parking
Please consider fare increases instead of cuts in service.	Fares/Fees/Parking
Cut executive pay, renegotiate union contracts: make everyone- not just ridership- take a bite of this	
s*** sandwich. Increase ad rates- bring in revenue from sources other than government and riders.	
Eliminate bus transfers, go to flat \$1 fare, period.	Bus Service
Increase available advertising revenue spaces; have both reservable bike lockers (by month or 6-month)	
and per hour, and make it more expensive than a nickel an hour/\$1 day (it costs far more for a Union	
Station locker than this \$); the fare increases were fine except the highest - \$7.20 - is too high and	
should be capped lower, even if it means 5 cents more for the lower fares; I also advocate for a \$5 cap	
on MetroAccess. Overall, there's got to be a better solution than higher prices for more sporadic	
service. It's now cheaper to drive into DC and pay \$25 for parking with more than one person and it	
takes a fraction of the time, especially on weekends. I even tell tourists to drive in and pay for parking	
rather than take metro, which is sad because I think public transport has a huge (good) role in	
emissions reduction. Have your studied how New York, Paris, and other cities manage? They have	MatraAccore
closer stations, more frequent trains, for less or equal fares. Metro has a ridership problem many years in the making; the constant changes / churn mean that bus	MetroAccess
riders are unable to count on public transit so they prefer to use other services and lead to more service	
cuts deepening the lack of service. When I lived in PG County, I essentially didn?t have bus service most	
weekdays while Saturdays and Sundays were horrible. Once I moved to DC, I gained bus service yet	
now, Metro appears to want to remove this critical service from this jurisdiction also. Metro?s	
communication of service disruptions/changes are also less than optimal; e.g., during COVID, I rode	
shank?s mare (walked) from Greenbelt Plaza twice because the bus service had ended without my	
knowledge. Can you also see the tone deafness of telling people that they could ride one step	
less/more and walk to their destination? Many of us find the ad hoc outage of elevators/escalators	
sufficient mandatory exercise already.	Bus Service
\$2.50 to \$7.50?! Yikes. Thats a HUGE increase.	Miscellaneous
Get more money from infrastructure funding and wealthy local governments	Capital Budget
Reducing service will decrease ridership. Please try to find other ways to make this work!	Service Levels
	Service Service
1. Are funds used to expand service, e.g., the purple line, separate from funds used for general	
1. Are funds used to expand service, e.g., the purple line, separate from funds used for general	
 Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a 	
1. Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be.	Fares/Fees/Parking
1. Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country	
1. Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk	Fares/Fees/Parking
1. Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security	Fares/Fees/Parking
1. Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country. Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations.	Fares/Fees/Parking
1. Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country. Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have	Fares/Fees/Parking Miscellaneous
1. Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time.	Fares/Fees/Parking Miscellaneous Bus Service
1. Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time.	Fares/Fees/Parking Miscellaneous
Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. Why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. Thank you for asking!! I love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation	Fares/Fees/Parking Miscellaneous Bus Service
1. Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country. Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!! I love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter	Fares/Fees/Parking Miscellaneous Bus Service Rail Service
1. Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!! I love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit syst	Fares/Fees/Parking Miscellaneous Bus Service
Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!! I love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit sysy You guys have wasted all the money you were given and now you want to take services away, its	Fares/Fees/Parking Miscellaneous Bus Service Rail Service Bus Service
1. Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!! I love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit syst	Fares/Fees/Parking Miscellaneous Bus Service Rail Service
Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. Why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!! love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit syst ridiculous.	Fares/Fees/Parking Miscellaneous Bus Service Rail Service Bus Service
1. Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. that you for asking!!! I love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit sysy You guys have wasted all the money you were given and now you want to take services away, its ridiculous. Think about raising fares during peak hours, so both raise revenue and spready our ridership. Keep all	Fares/Fees/Parking Miscellaneous Bus Service Rail Service Bus Service Service Levels
Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!! I love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit sysy You guys have wasted all the money you were given and now you want to take services away, its ridiculous. Think about raising fares during peak hours, so both raise revenue and spready our ridership. Keep all lines open even if less frequently.	Fares/Fees/Parking Miscellaneous Bus Service Rail Service Bus Service Service Levels
Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. Why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!! I love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit sysy You guys have wasted all the money you were given and now you want to take services away, its ridiculous. Think about raising fares during peak hours, so both raise revenue and spready our ridership. Keep all lines open even if less frequently. Do not charge for parking a car in Metrorail lots. Do not cut service if you want people to ride. If you	Fares/Fees/Parking Miscellaneous Bus Service Rail Service Bus Service Service Levels Fares/Fees/Parking
 Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!!! love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service tus proposals would make metro more of a suburban commuter service rather than an urban public transit sysy You guys have wasted all the money you were given and now you want to take services away, its ridiculous. Think about raining fares during peak hours, so both raise revenue and spready our ridership. Keep all lines open even if less frequently. Do not charge for parking a car in Metrorail lots. Do not cut service if you want people to ride. If you must increase fares, then do that, rather than cut service. 	Fares/Fees/Parking Miscellaneous Bus Service Rail Service Bus Service Service Levels Fares/Fees/Parking
 Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. Why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!! I love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit syst You guys have wasted all the money you were given and now you want to take services away, its ridiculous. Think about raising fares during peak hours, so both raise revenue and spready our ridership. Keep all lines open even if less frequently. Do not charge for parking a car in Metrorail lots. Do not cut service if you want people to ride. If you must increase fares, then do that, rather than cut service. Right now, it's essential to keep the current system's integrity and ensure the construction projects in 	Fares/Fees/Parking Miscellaneous Bus Service Rail Service Bus Service Service Levels Fares/Fees/Parking
 Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!!! I ove METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit sysy You guys have wasted all the money you were given and now you want to take services away, its ridiculous. Think about raising fares during peak hours, so both raise revenue and spready our ridership. Keep all lines open even if less frequently. Do not charge for parking a car in Metrorail lots. Do not cut service if you want people to ride. If you must increase fares, then do that, rather than cut service. Right now, it's essential to keep the current system's integrity and ensure the construction projects in the pipeline that maintain Metro's infrastructure keep getting funded. If Metro suffers ANY safety violations or disruption in service due to poor maintenance, it'll n	Fares/Fees/Parking Miscellaneous Bus Service Rail Service Bus Service Service Levels Fares/Fees/Parking Fares/Fees/Parking Service Levels
 Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!! I love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit sysy You guys have wasted all the money you were given and now you want to take services away, its ridiculous. Think about raising fares during peak hours, so both raise revenue and spready our ridership. Keep all lines open even if less frequently. Do not charge for parking a car in Metrorail lots. Do not cut service if you want people to ride. If you must increase fares, then do that, rather than cut service. Right now, it's essential to keep the current system's integrity and ensure the construction projects in the pipeline that maintain Metro's infrastructure keep getting funded. If Metro suffers ANY safety violations or disruption in service due to poor mainten	Fares/Fees/Parking Miscellaneous Bus Service Rail Service Bus Service Service Levels Fares/Fees/Parking Fares/Fees/Parking
 1. Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!! I love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit sysy. You guys have wasted all the money you were given and now you want to take services away, its ridiculous. Think about raising fares during peak hours, so both raise revenue and spready our ridership. Keep all lines open even if less frequently. Do not charge for parking a car in Metrorail lots. Do not cut service if you want people to ride. If you must increase fares, then do that, rather than cut service. Right now, it's essential to keep the current system's integrity and ensure the construction projects in the pipeline that maintain Metro's infrastructure keep getting funded. If Metro suffers ANY safety violations or disruption in service due to poor maintenance, it'll never recover. Elimi	Fares/Fees/Parking Miscellaneous Bus Service Rail Service Bus Service Service Levels Fares/Fees/Parking Fares/Fees/Parking Service Levels
 Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!!! love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit sysy You guys have wasted all the money you were given and now you want to take services away, its ridiculous. Think about raising fares during peak hours, so both raise revenue and spready our ridership. Keep all lines open even if less frequently. Do not charge for parking a car in Metrorail lots. Do not cut service if you want people to ride. If you must increase fares, then do that, rather than cut service. Right now, it's essential to keep the current system's integrity and ensure the construction projects in the pipeline that maintain Metro's infrastructure keep getting funded. If Metro suffers ANY safety violations or disruption in service due to poor maintenance, it'll ne	Fares/Fees/Parking Miscellaneous Bus Service Bus Service Bus Service Service Levels Fares/Fees/Parking Fares/Fees/Parking Service Levels Service Levels
 Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!! I love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit syst You guys have wasted all the money you were given and now you want to take services away, its ridiculous. Think about raising fares during peak hours, so both raise revenue and spready our ridership. Keep all lines open even if less frequently. Do not charge for parking a car in Metrorail lots. Do not cut service if you want people to ride. If you must increase fares, then do that, rather than cut service. Right now, it's essential to keep the current system's integrity and ensure the construction projects in the pipeline that maintain Metro's infrastructure keep getting funded. If Metro suffers ANY safety violations or disruption in service due to poor maintenance, it'll n	Fares/Fees/Parking Miscellaneous Bus Service Rail Service Bus Service Service Levels Fares/Fees/Parking Fares/Fees/Parking Bus Service Levels Miscellaneous Bus Service
 Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. Why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!! I love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit sysy You guys have wasted all the money you were given and now you want to take services away, its ridiculous. Think about raising fares during peak hours, so both raise revenue and spready our ridership. Keep all lines open even if less frequently. Do not charge for parking a car in Metrorail lots. Do not cut service if you want people to ride. If you must increase fares, then do that, rather than cut service. Right now, it's essential to keep the current system's integrity and ensure the construction projects in the pipeline that maintain Metro's infrastructure keep getting funded. If Metro suffers ANY safety violations or disruption in service due to poor maintenance, it'll n	Fares/Fees/Parking Miscellaneous Bus Service Bus Service Bus Service Service Levels Fares/Fees/Parking Fares/Fees/Parking Service Levels Service Levels
 Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit sysy You guys have wasted all the money you were given and now you want to take services away, its ridiculous. Think about raising fares during peak hours, so both raise revenue and spready our ridership. Keep all lines open even if less frequently. Do not charge for parking a car in Metrorail lots. Do not cut service if you want people to ride. If you must increase fares, then do that, rather than cut service. Right now, it's essential to keep the current system's integrity and ensure the construction projects in the pipeline that maintain Metro's infrastructure keep getting funded. If Metro suffers ANY safety violations or disruption in service due to poor maintenance, it'll never recover. Eliminating extraneous	Fares/Fees/Parking Miscellaneous Bus Service Rail Service Bus Service Service Levels Fares/Fees/Parking Fares/Fees/Parking Bus Service Levels Miscellaneous Bus Service
 Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!!! love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit sysy You guys have wasted all the money you were given and now you want to take services away, its ridiculous. Think about raising fares during peak hours, so both raise revenue and spready our ridership. Keep all lines open even if less frequently. Do not charge for parking a car in Metrorail lots. Do not cut service if you want people to ride. If you must increase fares, then do that, rather than cut service. Right now, it's essential to keep the current system's integrity and ensure the construction projects in the pipeline that maintain Metro's infrastructure keep getting funded. If Metro suffers ANY safety violations or disruption in service due to poor maintenance, it'll ne	Fares/Fees/Parking Miscellaneous Bus Service Bus Service Service Levels Fares/Fees/Parking Fares/Fees/Parking Bus Service Levels Miscellaneous Bus Service
 Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. Why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!! I love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit sysy You guys have wasted all the money you were given and now you want to take services away, its ridiculous. Think about raising fares during peak hours, so both raise revenue and spready our ridership. Keep all lines open even if less frequently. Do not charge for parking a car in Metrorail lots. Do not cut service if you want people to ride. If you must increase fares, then do that, rather than cut service. Eliminating extraneous admin staff, contractors and marketing initiatives and outreach is optimal. Cut Staff positions and salary for the executives The fare increase is wild. Yes, the metro is one of the leasest out of the large cites, but I cannot imagine p	Fares/Fees/Parking Miscellaneous Bus Service Rail Service Bus Service Service Levels Fares/Fees/Parking Fares/Fees/Parking Bus Service Levels Miscellaneous Bus Service
I. Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!! I love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit sysy You guys have wasted all the money you were given and now you want to take services away, its ridiculous. Think about raising fares during peak hours, so both raise revenue and spready our ridership. Keep all lines open even if less frequently. Do not charge for parking a car in Metrorail lots. Do not cut service if you want people to ride. If you must increase fares, then do that, rather than cut service. Right now, it's essential to keep the current system's integrity and ensure the construction projects in the pipeline that maintain Metro's infrastructure keep gatting funded. If Metro suffers ANY safety violations or disruption in service due to poor maintenance, it'll never recover. Eliminating extraneous admin staff, contractors and ma	Fares/Fees/Parking Miscellaneous Bus Service Bus Service Service Levels Fares/Fees/Parking Fares/Fees/Parking Service Levels Bus Service Levels Miscellaneous Bus Service
 1. Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!!! love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit sysy You guys have wasted all the money you were given and now you want to take services away, its ridiculous. Think about raising fares during peak hours, so both raise revenue and spready our ridership. Keep all lines open even if less frequently. Do not charge for parking a car in Metrorail lots. Do not cut service if you want people to ride. If you must increase fares, then do that, rather than cut service. Right now, it's essential to keep the current system's integrity and ensure the construction projects in the pipeline that maintain Metro's infrastructure keep getting funded. If Metro suffers ANY safety violations or disruption in service due to poor maintenance, it'll never recover. Eliminating extr	Fares/Fees/Parking Miscellaneous Bus Service Bus Service Service Levels Fares/Fees/Parking Fares/Fees/Parking Service Levels Bus Service Levels Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking
 1. Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!! I love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit syst You guys have wasted all the money you were given and now you want to take services away, its ridiculous. Think about raising fares during peak hours, so both raise revenue and spready our ridership. Keep all lines open even if less frequently. Do not charge for parking a car in Metrorail lots. Do not cut service if you want people to ride. If you must increase fares, then do that, rather than cut service. Right now, it's essential to keep the current system's integrity and ensure the construction projects in the pipeline that maintain Metro's infrastructure keep getting funded. If Metro suffers ANY safety violations or disruption in service due to poor maintenance, it'll never recover. Eliminating ext	Fares/Fees/Parking Miscellaneous Bus Service Bus Service Service Levels Fares/Fees/Parking Fares/Fees/Parking Service Levels Bus Service Levels Miscellaneous Bus Service
 1. Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. Why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!! I love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit sysy You guys have wasted all the money you were given and now you want to take services away, its ridiculous. Think about raising fares during peak hours, so both raise revenue and spready our ridership. Keep all lines open even if less frequently. Do not charge for parking a car in Metrorail lots. Do not cut service if you want people to ride. If you must increase fares, then do that, rather than cut service. Rilminating extraneous admin staff, contractors and marketing initiatives and outreach is optimal. Cut Staff positions and salary for the executives The fare increase is wild. Yes, the metro is one of the cleanest out of the large cites, but I cannot imagi	Fares/Fees/Parking Miscellaneous Bus Service Rail Service Bus Service Service Levels Fares/Fees/Parking Fares/Fees/Parking Service Levels Miscellaneous Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Fares/Fees/Parking
 1. Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!!! love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit sysy You guys have wasted all the money you were given and now you want to take services away, its ridiculous. Think about raising fares during peak hours, so both raise revenue and spready our ridership. Keep all lines open even if less frequently. Do not charge for parking a car in Metrorail lots. Do not cut service if you want people to ride. If you must increase fares, then do that, rather than cut service. Right now, it's essential to keep the current system's integrity and ensure the construction projects in the pipeline that maintain Metro's infrastructure keep getting funded. If Metro suffers ANY safety violations or disruption in service due to poor maintenance, it'll never recover. Eliminating extr	Fares/Fees/Parking Miscellaneous Bus Service Bus Service Service Levels Fares/Fees/Parking Fares/Fees/Parking Service Levels Miscellaneous Bus Service Fares/Fees/Parking Fares/Fees/Parking Service Levels Miscellaneous Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking Bus Service Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service Rail Service
 Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!!! love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit sysy You guys have wasted all the money you were given and now you want to take services away, its ridiculous. Think about raising fares during peak hours, so both raise revenue and spready our ridership. Keep all lines open even if less frequently. Do not charge for parking a car in Metrorail lots. Do not cut service if you want people to ride. If you must increase fares, then do that, rather than cut service. Right now, it's essential to keep the current system's integrity and ensure the construction projects in the pipeline that maintain Metro's infrastructure keep getting funded. If Metro suffres ANY safety violations or disruption in service due to poor maintenance, it'll ne	Fares/Fees/Parking Miscellaneous Bus Service Rail Service Bus Service Service Levels Fares/Fees/Parking Fares/Fees/Parking Service Levels Miscellaneous Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service Rail Service Rail Service
 Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. Why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!! I love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit sysy You guys have wasted all the money you were given and now you want to take services away, its ridiculous. Think about raising fares during peak hours, so both raise revenue and spready our ridership. Keep all lines open even if less frequently. Do not charge for parking a car in Metrorail lots. Do not cut service if you want people to ride. If you must increase fares, then do that, rather than cut service. Eliminating extraneous admin staff, contractors and marketing initiatives and outreach is optimal. Cut Staff positions and slalary for the executives The fare increase is wild. Yee, the metro is one of the cleanest out of the large cites, but I cannot imagine	Fares/Fees/Parking Miscellaneous Bus Service Bus Service Service Levels Fares/Fees/Parking Fares/Fees/Parking Service Levels Miscellaneous Bus Service Fares/Fees/Parking Fares/Fees/Parking Service Levels Miscellaneous Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking Bus Service Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service Rail Service
 Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!!! love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit sysy You guys have wasted all the money you were given and now you want to take services away, its ridiculous. Think about raising fares during peak hours, so both raise revenue and spready our ridership. Keep all lines open even if less frequently. Do not charge for parking a car in Metrorail lots. Do not cut service if you want people to ride. If you must increase fares, then do that, rather than cut service. Right now, it's essential to keep the current system's integrity and ensure the construction projects in the pipeline that maintain Metro's infrastructure keep getting funded. If Metro suffers ANY safety violations or disruption in service due to poor maintenance, it'll ne	Fares/Fees/Parking Miscellaneous Bus Service Rail Service Bus Service Service Levels Fares/Fees/Parking Fares/Fees/Parking Service Levels Miscellaneous Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service Rail Service Rail Service
 I. Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!! i love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit sysy You guys have wasted all the money you were given and now you want to take services away, its ridiculous. Think about raising fares during peak hours, so both raise revenue and spready our ridership. Keep all lines open even if less frequently. Do not charge for parking a car in Metrorail lots. Do not cut service if you want people to ride. If you must increase fares, then do that, rather than cut service. Right now, it's essential to keep the current system's integrity and ensure the construction projects in the pipeline that maintain Metro's infrastructure keep getting funded. If Metro suffers ANY safety violations on disalary for the executives <	Fares/Fees/Parking Miscellaneous Bus Service Rail Service Bus Service Service Levels Fares/Fees/Parking Fares/Fees/Parking Service Levels Miscellaneous Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service Rail Service Rail Service
 I. Are funds used to expand service, e.g., the purple line, separate from funds used for general operating services? I don't understand why Metro continues to expand, yet is always working in a deficit. 2. How much increase in revenue does Metro expect to recoup, once the taller fare gates are installed in all stations? 3. For one of the questions, you mentioned possible station closures (like we had during the height of the pandemic), but you didn't mention which stations they might be. Why are we unable to handle a transit system like a developed country Re funding, Metro management should consider how to prevent gate jumpers on Metro rail and walk ons on buses who both don't pay their fares contributing to the decline in revenue. The new security gates should be installed at all stations and increase Metro police presence at most vulnerable stations. I've been a patron on both rail and buses for many years and this non-paying problem seems to have increased over time. thank you for asking!! I love METRO! The service cuts are unacceptable if metro wishes to remain a functional and useful transportation system for the DMV. The service cuts proposals would make metro more of a suburban commuter service rather than an urban public transit sysy You guys have wasted all the money you were given and now you want to take services away, its ridiculous. Think about raising fares during peak hours, so both raise revenue and spready our ridership. Keep all lines open even if less frequently. Do not charge for parking a car in Metrorail lots. Do not cut service if you want people to ride. If you must increase fares, then do that, rather than cut service. Right now, it's essential to keep the current system's integrity and ensure the construction projects in the pipeline that maintain Metro's infrastructure keep getting funded. If Metro suffers ANY safety violations or disruption in service due to poor maintenance, it'l	Fares/Fees/Parking Miscellaneous Bus Service Rail Service Bus Service Service Levels Fares/Fees/Parking Fares/Fees/Parking Service Levels Miscellaneous Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Fares/Fees/Parking Fare Evasion/Safety/Crime Bus Service Rail Service Rail Service

Comment	Category
Metro has been my preferred form of transportation for nearly 40 years. If funding is not available to	
continue the current service level, I would prefer to pay more rather than experience service cuts. (I was recently on the Paris Metro. I never waited more than 5 minutes for a train and most trains were	
full, if not packed. Our Metro has a big advantage over Paris, though. We have escalators and	
elevations. Thank you!!)	Bus Service
I oppose any actions that would reduce accessibility for customers with disabilities (closing stations) or	
reduce property values (closing stations). Hours should also not be cut to maintain service for shift	
workers. While not ideal, fair increases are expected and necessary to operate metro safely. Safety and	Ears Evision /Safaty/Crime
accessibility should be prioritized before decisions are made. I rely on some of the lines proposed for reduced service to get to work, and they're already very	Fare Evasion/Safety/Crime
crowded (specifically s2, s9, green line) and often delayed. I fear that reducing service would make	
these problems even worse and reduce the frequency with which would go into the office, which	
would counteract the city's goal of getting more people to return to the office/come downtown on	
weekdays. WMATA is also my only form of transportation (besides walking). While I would prefer current prices of course, increasing fares is preferable over reduced service to me.	Bus Service
We need metro and more metro, and we need to get the local governments to pay for it. That seems	Bus service
real hard; good luck! I'm worried about increased fares as there's a lot of people for whom fares will be	
a hard cost.	Fares/Fees/Parking
I'm a VA resident who depends on buses 22A and 22F to get to work. These are the ONLY two busses	
that serve my neighborhood and if these lines are cut then I have no way to get to metro via public transit, which is unacceptable. I'm hoping that Metro can avoid service cuts and fare raises through	
greater budget support from Maryland and Virginia.	Operating Budget, Management and Spending
It is utterly ridiculous that the city of Washington DC cannot have better bus service and better metro	
Service. There should be increased service not any decrease in service. And even as a senior citizen if we	
have to pay a little bit more we need better service.	Bus Service
please remember that everyone in the area does not have a car. those of us in that category really are	Dell Carrier
Metro dependent. Students across DC depend on Metro and Metrobus to get to school. While students are provided with	Rail Service
Kids Ride Free cards, bus drivers regularly waive students' need to school. While students are provided with	
due to volume of riders at key busy times.) It is highly likely that some of the routes proposed for cuts	
are *undercounting* ridership among the key constituency of children/students. PLEASE get accurate	
counts including students before proposing to cut routes, which permit students to get to school.	
Thank you. The proposed changes would make it harder and/or more expensive for people to get around D.C. They	Bus Service
would, in fact, leave many people stranded with so little access to public transit that they might need	
to resort to some other way to get around. I have been having issues with a sudden lack of bus options	
off-hour - evening L2 service southbound is virtually non-existent. Why not cut the salaries/jobs for	
some of the highest-paid WMATA people, leaving necessary staff - mechanics, drivers and those who	
operate the system - in place? I rely on the buses in the Hill East area several times a week for myself and my family. We live a 25	Bus Service
minute walk from the nearest metro rail station and it?s not practical to walk there with two	
preschoolers and I?m also pregnant. These changes, especially in eliminating the D6 route, would make	
it harder for me to travel to the city and I would have to work from home more and will feel increased	
isolation. My children will learn that the city does not invest in public transport and will mean that we	
will have to rely on a car instead, which for environmental and economic reasons is not an option. We	
would also miss out on the opportunities to interact with other members of our community on the bus and our world would become smaller. I think it?s a travesty that a city divests from public	
transportation exactly when it should be increasing support to make our city more liveable and	Bus Service
While it is understood that Metro itself cannot control legislation in DC, MD, and VA, fare evasion	
needs to be treated and guarded against like the crime it is. Absent a system-wide free (fareless)	
system, which is not currently an option for Metro, it is unfair and untenable for any income-	
dependent business like Metro to expect fare-paying customers to cover the gap created by criminality trivialized by local legislators. Focus better efforts (and thus funding) on the core lines/routes and	
trivialized by local legislators. Focus better efforts (and thus funding) on the core lines/routes and ldays/times where and when a majority of ridership occurs, and jettison the remainder. Safe and clean	
operations during those times and places should be prioritized over off-hours and low ridership areas.	Bus Service
Negotiate a better union agreement for retirement. I keep hearing stories of Metro employees working	
tremendous amounts of overtime their last couple of years to skew their pension higher. Why should I	
pay for a manipulated system when I don't even have a pension plan.	Bus Service
fare prices need to increase commensurate with all other things in DC. But cutting service on metro during weekdays is just unacceptable. We rely on metro to get to/from work. The convenience and	
frequency of metro is critical to keep cars off the roads.	Bus Service
Station closures shouldn't be on the table at all. I literally live adjacent to /5 min walk to Morgan Blvd	
metro and ride the train to work in DC weekdays. The region talks about transit oriented development	
and walkable multi modal emphasis and if Morgan Blvd were to be closed I would literally have to get	
in my car and drive past the station to go to either Largo Or Addison rd which would not only be a significant inconvenience but also create an additional financial burden, put more vehicles on the road	
unnecessarily, and add an additional 20 min or so to my one way commute/40 min round-trip. It's	
totally counter to the direction wmata and the region should be going. As if that were not bad enough	
the proposal to turn the Silver line around at Stadium armory and not service any of the stations east of	
the Anacostia while continuing to run all the way out to Ashburn just reinforces regional imbalances in	
investment. It's creating a death spiral on the prince george's side while further rewarding Fairfax and Loudon counties and incentivizing people, companies, retailers, venues to move there, further	
depressing the opportunities for residents and businesses in Prince George's. Morgan Blvd station	
opened 20 years ago and WMATA has developed zero around it. The stations in VA opened in the last 2-	
3 years and from what I can tell there are lots of projects in the works at those stations. Clearly the	
focus for decades has been on Montgomery County and Fairfax and Loudon counties. In Mont county	
there are 8 stations outside the beltway. On the silver line in VA alone there are 9 outside the beltway. In all of Prince George's there is just 1. Who's looking at things from this perspective? If wmata spent	
more time working to bring development to the east side of the DMV the financial picture and ridership	
metrics would be a lot better. Proposal like the ones being considered simply make the situation worse	
for everyone but even more so for residents of Prince George's. It's unacceptable.	Operating Budget, Management and Spending
I am retired & use Metro to get to dining & entertainment destinations. I think it?s wonderful and am	n de sta
in favor of doing whatever needs to be done to keep it running as is. I believe priority should be to maintain efficient times during the workweek/workday since so many	Rail Service
I believe priority should be to maintain efficient times during the workweek/workday since so many employees use Metro to get to work. If Mayor Bowser wants to demand federal employees be back in	
the office, she should find a way to ensure Metro can continue to support their daily commutes	
without long waits and packed cars.	Bus Service
The new fare gates, escalators and brighter light are great! The expense to remove the escalator to the	
street level at Bethesda was a terrible decision.	Fares/Fees/Parking Fares/Fees/Parking
there should be other ways to cut costs besides reducing ridership	

Comment	Category
I, and thousands of people rely on the metros and bus systems in the DMV. If services were cut, it would drastically impact quality of life for people. I would rather pay slightly more in fares than	
experience bus and metro cuts. I do not have a car and NEED the public transit to be reliable. Public	
transportation is vital for DC and peoples livelihood.	Bus Service
Eliminate rush hour service, are you nuts? :Srsly	Service Levels
The fantastic, reliable, continuous public transit is one of the things that make living in the DMV area so	A final language
lovely. I?d happily pay more taxes to continue to grow the area?s transit infrastructure. Please consider those that work late shifts, those that take the bus to church on Sundays or need to	Miscellaneous
travel on weekends.	Bus Service
We use the Ballston Metro station. Ridership seems to be up dramatically. Thanks for providing more	
security. The jumping of turnstiles is out-of-hand. These young men are clearly saying 'We don't have to	
abide by the rules.' Tuesday I boarded a train about 3:30 or 4 and looked for a seat. Five or six young	
men had draped themselves across seats, challenging new riders to ask them to move. Intimidating. Fare increases may not be able to be avoided, but should be a last resort. If anything, fares should be	Fare Evasion/Safety/Crime
lowered to increase ridership. It will take a big change to increase ridership (lowering fares to free or	
almost nothing) to change people's thinking. Once the mindshift has taken place, fares could be raised	
a little at a time.	Fares/Fees/Parking
please don't eliminate the g12there is no weekend service to some of these areas otherwise. the g14	
doesnt cover all the same neighborhoods. please consider that greenbelt has a high school a large	
elderly population, the bus is routinely packed with both groups! thank you! Please don?t cut that m6 a lot of hard working people take that bus and its service as of lately has	Bus Service
already been terrible but to cut the bus line going to the top of the hill is just absurd	Bus Service
I depend on metro (mostly bus and my bike locker) to get home safely at night. I understand WMATA?s	
efforts to reduce fare evasion considering that fare evasion is rampant on buses and to a lesser extent	
on trains. Affordable access to a bike locker ensures that I have a safe way to get home every night; it is	
an invaluable resource that is critical to my safety. Please continue to force Maryland and Virginia to	
provide the funding necessary to uphold the metro system rather than reducing service and making metro less affordable to DMV residents. Thank you!	Bus Service
I firmly believe that the District of Columbia has the capacity to augment the budget allocated to public	
transportation infrastructure without imposing undue financial burdens on its residents.	Operating Budget, Management and Spending
Youre proposing Fare increases and the quality of service and customer service on metrobus decreases.	
Buses sometimes keep going and don't stop when I'm waiting at a bus stop. That is if they show up at	Bus Service
increase fare across the board. Bus lines are already scattered in DC, cutting makes people difficult to move around, affecting the economy - Cut more Circulator routes, Increase fare Cut free bus ride, like	
the Wharf, free ride to Kennedy Centre P6 and #52 I am a senior, have difficulty even walk to the	
Subway station. Bus stops are closer, and it is a connection by transfer to the NW doctors - Eliminate 52	
instead of P6. 4th St SW is the central street N-S bound from 12 st to South capital street below	
Independent Ave. More residential complex in the vicinity Merge stops at School Street with Madison	
pl, 3 stops between G st.SW and I st Late night service is not necessary for P6 - More passengers on	Bus Service
Please don't get rid of the D6!!!	Bus Service
At times I have ridden METRO on a regular basis for about half of the past 30 years. During the past five years I have found that your service is so unreliable that I no longer even consider it as a transportation	
option. It gives me no pleasure to say this. At night I also believe that several stops are no longer safe,	
even for a grown man. Such a pity. Please focus on reliability and policing.	Fare Evasion/Safety/Crime
The Metrorail systems are already extremely overloaded at rush hours on weekdays at the current	
schedule. Eliminating service and making trains more infrequent would aggressively negatively impact	
the workers of Washington, D.C. in their efforts to do their jobs that this city depends on. I would	
implore Metrorail to look for solutions other than decreasing service along the already overloaded D.C. Metrorail lines.	Rail Service
Please avoid the most drastic measures (closing stations, eliminating bus routes on the weekends,	
eliminating rush hour frequency)	Bus Service
When considering cuts to bus service, Metro should prioritize retaining service along routes that have no rail access (e.g., the Columbia Pike corridor in Arlington).	Pue Convien
frequently when i arrive at EFC metro station i want to take 2A and for some reason there is always	Bus Service
about a 30 minute wait. This is much too long. The system is only useful to me if i can use it to get	
around in a reasonable amount of time. additionally, crime at/on metro is becoming increasingly	
concerning to me. fewer transfers and less time waiting would make me feel better. also, having metro	
staff visible makes me feel safer and more likely to continue to use the system. i do not use metro late	
at night and do not plan to. i would very much like to be able to use metro earlier in the morning on weekends, especially to get to the airport and to get to races.	Fare Evasion/Safety/Crime
Don't close stations.	Rail Service
This is crazy. Our fares are already way higher and our service already way lower than places like nyc	
and now you want to make it worse? This makes the metro look like a total joke honestly and is a poor	
service to those of us who live near and rely on it for affordable reliability given how horrible parking	Face (Face (Partice
and driving in this area can be. Senior user of service with station half block away. Very convenient for local travel in VA, Few trips to	Fares/Fees/Parking
WDC, No trips to MD. Would like access to DCA and IAD with early opening times to permit travel from	
Ballston to both airports. Use airport access five or six times a year, not as much as pre-pandemic when	
traveling twice a month using airports. Presume Senior fare will remain at current rate, half of	
minimum regular fare when changed. For my personal use, service has been very convenient at VASQ	
station. Senior fare consideration appreciated. 7000-series cars are better maintained than 2000 and	
3000 series. Concerned about customer lack of consideration for other passengers by leaving trash in public places including in Metro trains. Security has become an greater concern as seniors increase in	Fare Evasion/Safety/Crime
\$7.50 per fare is absolutely absurd, and would make metro services cost-prohibitive to those who need	
it most. Further, when a \$9 uber is faster and more convenient, there remains no incentive to use	
public transit for its climate benefits.	Fares/Fees/Parking
The metro is a disgrace to our country.	Rail Service
The metro has to be convenient and cost efficient. I live near the Shady Grove Metro and will not have an interest in relying on the metro if it?s not convenient. Shorter wait times, having extended hours on	
the weekends are just two examples of convenience. I am open maybe (big maybe) to waiting longer	
periods when it?s warm out but I will not bother during the winter if times are extended.	Fares/Fees/Parking
These budget cuts should not happen, I want to see the regional funding partners contribute more to	
keep service as frequent and reliable as it is. Vehicular traffic is already terrible, it would be even worse	
if cuts to metro service were to take place. I take metro because its reliable. if the route 89m is cut off i will have literally no way to get to work and i will lose my income.	Operating Budget, Management and Spending Bus Service
Metro could run fewer trains (more time between arrivals) during off peak times. Peak times could do	
10 min. arrival times. Off peak times use 6 car trains instead of 8, if practical.	Rail Service
Route 16y is a gold mine. Full in the morning Standing room only in the evening	Bus Service
If you want to have less cars on the road, Metro and Metro bus service is essential.	Bus Service
Metro is a public good that many people depend on. If you decimate the metro you will contribute to the hollowing out of this great city.	Rail Service

Comment	Category
I think fare increases should only be considered while also continuing to address the huge issue of fare	Category
evasion.	Fare Evasion/Safety/Crime
Reduce service in jurisdictions that don?t provide fair funding levels, but leave train headway as they	Capital Budget
Ratepayers and governments have invested billions of dollars to create a valuable public asset. All of us,	
riders, federal, state and local governments have to support the system financially. The draconian	
service cuts would fritter away the billions of dollars already invested in this system and essentially	
destroy its value to all of us. There is no free lunch: if we want great, reliable and safe service we have to pay for it.	Operating Budget, Management and Spending
Transit 4 all please.	Miscellaneous
I don't ride Metro because the headways are ridiculous and farejumping and other antisocial behavior	iniscentreous
(loud music with no headphones, panhandling, etc) are not controlled.	Fares/Fees/Parking
All stations on Metrorail should be in use all the time and intervals between trains should be	
consistent. In all the years I have used Metrorail, the trains have never been evenly spaced. Maybe	
learn how to accomplish this before messing with theoretical schedules.	Rail Service
All metro area buses should have realtime tracking available. Not an issue for Seoul, Tokyo, or other	
major international cities. I?m a unique metro rider: I live near shady grove and don?t commute in for my 9-5 but I do commute	Bus Service
into DC (and other parts of Maryland and Virginia) at night for concerts and events. That means I	
typically ride the system between 6 pm and midnight ? all nights of the week. That also means I pay a	
higher price than most riders because I go a long distance. Under the proposed changes, I would be	
paying more for reduced service. The turn back at Strathmore would give me less options for	
commuting into the city and significantly delay my ability to safely get home at night ? when trains are	
already often delayed or running on a modified schedule. Given that I often spend 40+ minutes on the	
train, decreasing train frequency to every 15 minutes to and from shady grove would add	
immeasurable time to my already lengthy commute (often late at night, when safety is a concern) and for that privilege I would pay more if traveling before 0:20 pm. It descript make some to charge more	
for that privilege, I would pay more if traveling before 9:30 pm. It doesn?t make sense to charge more for reduced service. Either raise prices or reduce service ? don?t do both. Shrinkflation is real when it	
comes to groceries and toiletries (paying more for less of a product) and this proposal does the same to	
the red line. I live near shady grove so I can use the metro regularly. I rely on it to spend time and	
money in other parts of the region. If service is reduced, I will also reduce the events I go to and the	
time I spend riding. I urge metro to reconsider reducing service ? it?s a lifeline to those of who live out	
in the burbs and try not to have to drive in. This will increase cars on the road and ultimately lead to	
reduced revenue for metro. It?s a shame, too, because metro service has been so much better of late. I	
used to love metro growing up, then the 2009 crash ? I rode the system that day ? ruined the system	
for a while. Over the last year or two, I?ve started to love metro again (and even look forward to	
riding!) because service is finally where it should be. I was upset when off-peak fares were eliminated (and spun as a simplification of fares, when ultimately it has just cost me more money) but I	
understood why that change was made. To now punish riders like me by charging us even more for a	
lesser product is a real slap in the face and a step backwards to the Wideman days. I understand the	
budget issues metro faces but don?t penalize the riders in Maryland (a state that has agreed to more	
Metro funding) because Virginia won?t pay their fair share. I implore metro to rethink this proposal. I	
ride fairly packed trains home after 11 pm all the time, so ridership is there. I don?t what I?d do if I	
have to wait for 15 minutes or more as Strathmore trains pass me by.	Operating Budget, Management and Spending
I hope taxpayer money can be directed appropriately to the public transit our region so desperately	
needs I think service cuts would have a more negative effect on ridership than fare increases. How do people	Miscellaneous
get home from Nats night games and other sporting events with earlier closing times?	Rus Service
get home from Nats night games, and other sporting events, with earlier closing times? Cut police not service. Cutting services endangers more people than police will ever be able to prevent.	Bus Service
get home from Nats night games, and other sporting events, with earlier closing times? Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the	Bus Service
Cut police not service. Cutting services endangers more people than police will ever be able to prevent.	Bus Service Capital Budget
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store,	Capital Budget
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro.	
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please do not increase the already too-high fare for rail travel. I'm proud to live in a city with public	Capital Budget Bus Service
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please do not increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I'we chosen to uber before because it worked out	Capital Budget Bus Service
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please do not increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the	Capital Budget Bus Service
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please do not increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road	Capital Budget Bus Service Fares/Fees/Parking
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please do not increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the	Capital Budget Bus Service
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don ot increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more.	Capital Budget Bus Service Fares/Fees/Parking Miscellaneous
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please do not increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the survey!!! It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My niece has autism and NEEDS that bus tog to to	Capital Budget Bus Service Fares/Fees/Parking Miscellaneous
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please do not increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the survey!!! It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My niece has autism and NEEDS that bus to go to work! Even on weekends. Please do not cut service . Increading fare at least allows people to go to	Capital Budget Bus Service Fares/Fees/Parking Miscellaneous Fares/Fees/Parking
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don't take away or one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the survey!!! It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my busl My nice at least allows people to go to work! Even on weekends. Please do not cut service. Increading fare at least allows people to go to work! Otherwise she may endup using Metro Access and that will cost metro a LOT more	Capital Budget Bus Service Fares/Fees/Parking Miscellaneous
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please do not increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the survey!!! It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My nicec has autism and NEEDS that bus tog to work! Uterwise she may endup using Metro Access and that will cost metro a LOT more It's easier to cut service because the increase in fares may keep people from riding. I use Metro to	Capital Budget Bus Service Fares/Fees/Parking Miscellaneous Fares/Fees/Parking
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please do not increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I'we chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the survey!!! It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My niece has autism and NEEDS that bus tog to work! Otherwise she may endup using Metro Access and that will cost metro a LOT more It's easier to cut service because the increase in fares may keep people from riding. I use Metro to commute to work and rarely for other purposes, but either way I don't' think the fare increase	Capital Budget Bus Service Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Service Levels
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don to increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the survey!!! It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My niece has autism and NEEDS that bus tog to work! Even on weekends. Please do not cut service. Increading fare at least allows people to go to work! Otherwise she may endup using Metro Access and that will cost metro a LOT more It's easier to cut service because the increase in fares may keep people from riding. I use Metro to commute to work and rarely for other purposes, but either way I don't' think the fare increase proposed would affect my use. I have to get to work.	Capital Budget Bus Service Fares/Fees/Parking Miscellaneous Fares/Fees/Parking
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please do not increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the survey!!! It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My niece has autism and NEEDS that bus tog to work! Otherwise she may endup using Metro Access and that will cost metro a LOT more It's easier to cut service because the increase in fares may keep people from riding. I use Metro to commute to work and rarely for other purposes, but either way I don't' think the fare increase	Capital Budget Bus Service Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Service Levels
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please do not increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the survey!!! It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My nicec has autism and NEEDS that bus tog to work! Even on weekends. Please do not cut service . Increading fare at least allows people to go to work! Uterwise she may endup using Metro Access and that will cost metro a LOT more It's easier to cut service because the increase in fares may keep people from riding. I use Metro to commute to work and rarely for other purposes, but either way I don't think the fare increase proposed would affect my use. I have to get to work.	Capital Budget Bus Service Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Service Levels Fares/Fees/Parking
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please do not increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the survey!!! It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My niece has autism and NEEDS that bus to go to work! Otherwise she may endup using Metro Access and that will cost metro a LOT more It's easier to cut service because the increase in fares may keep people from riding. I use Metro to commute to work and rarely for other purposes, but either way I don't' think the fare increase proposed would affect my use. I have to ge to work. I don't think it is great idea cancel bus or metro rail are not good idea. The only that need to change for the bus not be late at all.	Capital Budget Bus Service Fares/Fees/Parking Fares/Fees/Parking Service Levels Fares/Fees/Parking Bus Service
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please do not increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the survey!!! It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My nicec has autism and NEEDS that bus to go to work! Otherwise she may endup using Metro Access and that will cost metro a LOT more It's easier to cut service because the increase in fares may keep people from riding. I use Metro to commute to work and rarely for other purposes, but either way I don't think the fare increase proposed would affect my use. I have to get to work. I don't think it is a great idea cancel bus or metro rail are not good idea. The only that need to change for the bus not be late at all. I am in Glover Park. If we don't have bus service, I may move out of DC : { :{ :{ Please don't lave Friendship Heights disconnected! Your changes greatly affect those who live and work here!	Capital Budget Bus Service Fares/Fees/Parking Fares/Fees/Parking Service Levels Fares/Fees/Parking Bus Service
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please do not increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the survey!!! It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My niece has autism and NEEDS that bus to go to work! Otherwise she may endup using Metro Access and that will cost metro a LOT more It's easier to cut service because the increase in fares may keep people from riding. I use Metro to commute to work and rarely for other purposes, but either way I don't' think the fare increase proposed would affect my use. I have to get to work. I don't think it is a great idea cancel bus or metro rail are not good idea. The only that need to change for the bus not be late at all. I am in Glover Park. If we don't have bus service, I may move out of DC :{ :{ :{ Please don?! Leave Friendship Heights disconnected! Your changes greatly affect those who live and work here! I cannot say enough how important metro bus and rail is to me, my entire family, our communities and	Capital Budget Bus Service Fares/Fees/Parking Service Levels Fares/Fees/Parking Bus Service Bus Service
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don't take away or neduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don to increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the survey!!! It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My niece has autism and NEEDS that bus tog to work! Utherwise she may endup using Metro Access and that will cost metro a LOT more It's easier to cut service because the increase in fares may keep people from riding. I use Metro to commute to work and rarely for other purposes, but either way I don't' think the fare increase proposed would affect my use. I have to get to work. I don't think it is a great idea cancel bus or metro rail are not good idea. The only that need to change for the bus not be late at all. I am in Glover Park. If we don't have bus service, I may move out of DC : [: [Please don?t leave Friendship Heights disconnected! Your changes greatly affect those who live and work here! I cannot say enough how important metro bus and rail is to me, my entire family, our communities	Capital Budget Bus Service Fares/Fees/Parking Service Levels Fares/Fees/Parking Bus Service Bus Service
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don't take away one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the survey!!! It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My nice has autism and NEEDS that bus tog to work! Even on weekends. Please do not cut service. Increading fare at least allows people to go to work! Uterwise she may endup using Metro Access and that will cost metro a LOT more It's easier to cut service because the increase in fares may keep people from riding. I use Metro to commute to work and rarely for other purpose, but either way I don't think the fare increase for the bus not be late at all. I am in Glover Park. If we don't have bus service, I may move out of DC : { : { : { Please don?! Leave Friendship Heights disconnected! Your changes greatly affect those who live and work here! I cannot say enough how important metro bus and rail is to me, my entire family, our communities and our environment. If we allow service to be cut transit will be in a death spiral and it could take us back all the way to the lowest point in US transit history in the 80s and 90s. PLEASE DO NOT CUT SERVICE.	Capital Budget Bus Service Fares/Fees/Parking Service Levels Fares/Fees/Parking Bus Service Bus Service
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please do not increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the survey!!! It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My nicec has autism and NEEDS that bus to go to work! Even on weekends. Please do not cut service . Increading fare at least allows people to go to work! Otherwise she may endup using Metro Access and that will cost metro a LOT more It's easier to cut service because the increase in fares may keep people from riding. I use Metro to commute to work and rarely for other purposes, but either way I don't think the fare increase proposed would affect my use. I have to get to work. I dno't think it is a great idea cancel bus or metro rail are not good idea. The only that need to change for the bus not be late at all. I am in Glover Park. If we don't have bus service, I may move out of DC : [: [Please don?t leave Friendship Heights disconnected! Your changes greatly affect those who live and our environment. If we allow service to be cut transit will be in a death spiral and it could take us back and survery to the lowest point in US transit history in the 80s and 90s. PLEASE DO NOT CUT SERVICE. those most transit dependent will be most hurt. I would also prefer you not limit Paratransit	Capital Budget Bus Service Fares/Fees/Parking Service Levels Fares/Fees/Parking Bus Service Bus Service
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don't take away one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the survey!!! It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My nice has autism and NEEDS that bus tog to work! Even on weekends. Please do not cut service. Increading fare at least allows people to go to work! Uterwise she may endup using Metro Access and that will cost metro a LOT more It's easier to cut service because the increase in fares may keep people from riding. I use Metro to commute to work and rarely for other purpose, but either way I don't think the fare increase for the bus not be late at all. I am in Glover Park. If we don't have bus service, I may move out of DC : { : { : { Please don?! Leave Friendship Heights disconnected! Your changes greatly affect those who live and work here! I cannot say enough how important metro bus and rail is to me, my entire family, our communities and our environment. If we allow service to be cut transit will be in a death spiral and it could take us back all the way to the lowest point in US transit history in the 80s and 90s. PLEASE DO NOT CUT SERVICE.	Capital Budget Bus Service Fares/Fees/Parking Service Levels Fares/Fees/Parking Bus Service Bus Service
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please do not increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the survey!!! It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My nicec has autism and NEEDS that bus to go to work! Even on weekends. Please don ot cut service. Increading fare at least allows people to go to work! Otherwise she may endup using Metro Access and that will cost metro a LOT more It's easier to cut service because the increase in fares may keep people from riding. I use Metro to commute to work and rarely for other purposes, but either way I don't think the fare increase proposed would affect my use. I have to get to work. I don? Think it is a great idea cancel bus or metro rail are not good idea. The only that need to change for the bus not be late at all. I am in Glover Park. If we don't have bus service, I may move out of DC : { : { : { Please don ?! have to get to work. I way to the lowest point in US transit history in the 80s and 90s. PLEASE DO NOT CUT SERVICE. those most transit dependent will be most hurt. I would also prefer you not limit Paratransit service to smaller areas but rather charge a higher fare for those traveling beyond the 3/4 mile buffer. Also it would be evil to cut fixed routes primarily to eliminate high	Capital Budget Bus Service Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Service Levels Fares/Fees/Parking Bus Service Bus Service Bus Service Miscellaneous
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please do not increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the survey!!! It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My nicec has autism and NEEDS that bus to go to work! Even on weekends. Please don ot cut service. Increading fare at least allows people to go to work! Otherwise she may endup using Metro Access and that will cost metro a LOT more It's easier to cut service because the increase in fares may keep people from riding. I use Metro to commute to work and rarely for other purposes, but either way I don't think the fare increase proposed would affect my use. I have to get to work. I don? Think it is a great idea cancel bus or metro rail are not good idea. The only that need to change for the bus not be late at all. I am in Glover Park. If we don't have bus service, I may move out of DC : { : { ! Please don? Leave Friendship Heights disconnected! Your changes greatly affect those who live and work here! I cannot say enough how important metro bus and rail is to me, my entire family, our communities and our environment. If we allow service to be cut transit history in the 80s and 90s. PLEASE DO NOT CUT SERVICE. Those most transit dependent will be most hurt. I would also prefer you not limi	Capital Budget Bus Service Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Service Levels Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Miscellaneous Bus Service Rail Service Rail Service
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don to increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the surveyIII It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My niece has autism and NEEDS that bus to go to work! Otherwise she may endup using Metro Access and that will cost metro a LOT more It's easier to cut service because the increase in fares may keep people from riding. I use Metro to commute to work and rarely for other purposes, but either way I don't' think the fare increase proposed would affect my use. I have to get to work. I don't think it is a great idea cancel bus or metro rail are not good idea. The only that need to change for the bus not be late at all. I am in Glover Park. If we don't have bus service, I may move out of DC : [: [Please don?t leave Friendship Heights disconnected! Your changes greatly affect those who live and work here! I cannot say enough how important metro bus and rail is to me, my entire family, our communities and our environment. If we allow service to be cut transit will be in a death spiral and it could take us back all the way to the lo	Capital Budget Bus Service Fares/Fees/Parking Service Levels Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please do not increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the survey!!! It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My nice has autism and NEEDS that bus to go to work! Even on weekends. Please do not cut service . Increading fare at least allows people to go to work! Even on weekends. Please do not cut service. Increading fare at least allows people to commute to work and rarely for other purposes, but either way I don't think the fare increase proposed would affect my use. I have to get to work. I don?t think it is a great idea cancel bus or metro rail are not good idea. The only that need to change for the bus not be late at all. I am in Glover Park. If we don't have bus service, I may move out of DC : { : { : { Please don?t leave Friendship Heights disconnected! Your changes greatly affect those who live and work here! I cannot say enough how important metro bus and rail is to me, my entire family, our communities and our environ	Capital Budget Bus Service Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Service Levels Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Miscellaneous Bus Service Rail Service Bus Servic
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please do not increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the survey!!! It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My nicec has autism and NEEDS that bus to go to work! Even on weekends. Please don ot cut service . Increading fare at least allows people to go to work! Otherwise she may endup using Metro Access and that will cost metro a LOT more It's easier to cut service because the increase in fares may keep people from riding. I use Metro to commute to work and rarely for other purposes, but either way I don't think the fare increase proposed would affect my use. I have to get to work. I don't think it is a great idea cancel bus or metro rail are not good idea. The only that need to change for the bus not be late at all. I am in Glover Park. If we don't have bus service, I may move out of DC : {: {: Please don ?! leave Friendship Heights disconnected! Your changes greatly affect those who live and work here! I cannot say enough how important metro bus and rail is to me, my entire family, our communities and our environment. If we allow service to bus cut transit will be in a death spiral and it could take us back all the way to the lowest point in US transit history in the 80s and 90s. PLEASE	Capital Budget Bus Service Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Service Levels Fares/Fees/Parking Bus Service Bus Service Bus Service Miscellaneous Bus Service Rail Service Bus Servic
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don to increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the surveyIII It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My niece has autism and NEEDS that bus tog ot work! Otherwise she may endup using Metro Access and that will cost metro a LOT more. It's easier to cut service because the increase in fares may keep people from riding. I use Metro to commute to work and rarely for other purposes, but either way I don't 'think the fare increase proposed would affect my use. I have to get to work. I don't think it is a great idea cancel bus or metro rail are not good idea. The only that need to change for the bus not be late at all. I am in Glover Park. If we don't have bus service, I may move out of DC : [: [Please don't have bus service to be cut transit will be in a death spiral and it could take us back all the way to the lowest point in US transit history in the 80s and 90s. PLEASE DO NOT CUT SERVICE. These mony how important metro bus and rail is to me, my entire family, our communities and our environment. If we allow service to be cut transit will be in a death	Capital Budget Bus Service Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Service Bus Service Miscellaneous Bus Service B
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please do not increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it thelps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the survey!!! It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My niece has autism and NEEDS that bus tog to work! Even on weekends. Please don ot cut service. Increading fare at least allows people to go to work! Otherwise she may endup using Metro Access and that will cost metro a LOT more It's easier to cut service because the increase in fares may keep people from riding. I use Metro to commute to work and rarely for other purposes, but either way I don't think the fare increase proposed would affect my use. I have to get to work. I don?t think it is a great idea cancel bus or metro rail are not good idea. The only that need to change for the bus not be late at all. I am in Glover Park. If we don't have bus service, I may move out of DC {: {: {: } Please don?t lavee Friendship Heights disconnected! Your changes greatly affect those who live and work here! I cannot say enough h	Capital Budget Bus Service Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Service Levels Fares/Fees/Parking Bus Service Bus Service Bus Service Miscellaneous Bus Service Rail Service Bus Servic
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please do not increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the survey!!! It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My nice has autism and NEEDS that bus tog to work! Derwise she may endup using Metro Access and that will cost metro a LOT more It's easier to cut service because the increase in fares may keep people from riding. I use Metro to commute to work and rarely for other purposes, but either way I don't think the fare increase proposed would affect my use. I have to get to work. I don?t think it is a great idea cancel bus or metro rail are not good idea. The only that need to change for the bus not be late at all. I am in Glover Park. If we don't have bus service, I may move out of DC : { : { [Please don?t leave Friendship Heights disconnected! Your changes greatly affect those who live and work here! I cannot say enough how important metro bus and rail is to me, my entire family, our communities and our environment. If we allow service to be cut transit will be in a death spiral and it could take us back all the way to the lowest point in US transit history in the 80s and 90s. PLEASE DO NOT CUT SERVICE. those most transit dependent will be most hurt. I would also prefer you not limit Pa	Capital Budget Bus Service Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Service Bus Service Miscellaneous Bus Service B
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please do not increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it thelps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the survey!!! It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My niece has autism and NEEDS that bus tog to work! Even on weekends. Please don ot cut service. Increading fare at least allows people to go to work! Otherwise she may endup using Metro Access and that will cost metro a LOT more It's easier to cut service because the increase in fares may keep people from riding. I use Metro to commute to work and rarely for other purposes, but either way I don't think the fare increase proposed would affect my use. I have to get to work. I don?t think it is a great idea cancel bus or metro rail are not good idea. The only that need to change for the bus not be late at all. I am in Glover Park. If we don't have bus service, I may move out of DC {: {: {: } Please don?t lavee Friendship Heights disconnected! Your changes greatly affect those who live and work here! I cannot say enough h	Capital Budget Bus Service Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Service Bus Service Miscellaneous Bus Service B
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don to increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the survey!!!! It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My niece has autism and NEEDS that bus to go to work! Otherwise she may endup using Metro Access and that will cost metro a LOT more It's easier to cut service because the increase in fares may keep people from riding. I use Metro to commute to work and rarely for other purposes, but either way I don't think the fare increase proposed would affect my use. I have to get to work. I don't think the fare increase proposed would affect my use. I have to get to work. I don't class who live and work here! I cannot say enough how important metro bus and rail is to me, my entire family, our communities and our environment. If we allow service to be cut transit will be in a death spiral and it could take us back all the way to the late at all. I am in Glover Park. If we don't have bus service, I may move out of DC : { : { : { Please don?t leave Friendship Heights disconnected! Your changes greaty affect those who live and work here! Laronot say enough how impo	Capital Budget Bus Service Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Service Bus Service Miscellaneous Bus Service B
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don to increase the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the survey!!! It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My niece has autism and NEEDS that bus tog to work! Otherwise she may endup using Metro Access and that will cost metro a LOT more It's easier to cut service because the increase in fares may keep people from riding. I use Metro to commute to work and rarely for other purposes, but either way I don't think the fare increase proposed would affect my use. I have to get to work. I don't think it is a great idea cancel bus or metro rail are not good idea. The only that need to change for the bus not be late at all. I am in Glover Park. If we don't have bus service, I may move out of DC (: {: (Please don?! leave Friendship Heights disconnected! Your changes greatly affect those who live and work here! I cannot say enough how important metro bus and rail is to me, my entire family, our communities and our environment. If we allow service to be cut transit will be in a death spiral and it could take us back all the way to the lowes	Capital Budget Bus Service Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Service Bus Service Miscellaneous Bus Service B
Cut police not service. Cutting services endangers more people than police will ever be able to prevent. Negotiate with DC/MD/VA to improve funding through taxes to help eliminate fares, to help reduce the 'need' for police presence. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don't take away or reduce our T2 service. It is one of the only ways to get to the grocery store, medical buildings and metro. Please don tincrease the already too-high fare for rail travel. I'm proud to live in a city with public transit, but it helps no one if it is too expensive to use. I've chosen to uber before because it worked out to being cheaper than rail, and that feels unacceptable for a city that already has too many cars on the road Charge more. I want y?all to not have cuts AND not raise the fare. Y?all got money spend it more wisely G12 was forgotten in the survey!!!! It spoears at the top but The survey did not say what change are planned or give me a chance to comment on my bus! My nice has autions people tog to work! Even on weekends. Please do not cut service. Increading fare at least allows people tog to work! Otherwise she may endup using Metro Access and that will cost metro a LOT more It's easier to cut service because the increase in fares may keep people from riding. I use Metro to commute to work and rarely for other purposes, but either way I don't think the fare increase proposed would affect my use. I have to get to work. I don?t think it is a great idea cancel bus or metro rail are not good idea. The only that need to change for the bus not be late at all. I am in Glover Park. If we don't have bus service, I may move out of DC : { : { : { Please don ?t lawe Friendship Heights disconnected! Your changes greatly affect those who live and work here! I cannot say enough how important me	Capital Budget Bus Service Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Service Bus Service Miscellaneous Bus Service B

Comment	Category
I am very strongly opposed to both fare hikes and service cuts as someone who does not have a vehicle and relies on public transit to get to work. I would be very opposed to the metro closing at 10pm, as I	
think it will lead to more drunk driving accidents on the weekends. I would love the metro hours to be	
pushed later in the evening, and I think you would get increased revenue from people going home on	
the evenings	Bus Service Miscellaneous
Try to find a way to obtain a regional tax to support WMATA operations. Please start going after fare evaders. I take Metro every day to work. I see people jumping over fare	Miscellaneous
gates all the time, yet I've never seen anyone penalized for this. Even if this isn't a primary reason for	
the budget shortfall, the optics of cutting service/increasing fares/demanding more public funding,	
while not addressing this problem adequately, are terrible. It also makes Metro feel more unsafe for	
law-abiding riders and keeps them away, hurting revenue even more. Consider overall Impact on a neighborhood, not just ridership	Operating Budget, Management and Spending Miscellaneous
It is understood that more funds are needed. Maybe try stopping the fare evaders and that would make	
up the difference instead of making your loyal customers pay for them! This is not the way.	Fares/Fees/Parking
Please do not cut bus service!	Bus Service
Having a bus that only runs once an hour doesn't help anyone actually get where they need to be reliably. Removing the G2 would fully eliminate transit service to Georgetown University, which is a	
problem for anyone who needs to use it to get to and from campus.	Bus Service
The proposal to eliminate routes 89M & Z7 results in Laurel being reduced to MTA #302 as the sole	
means of bus transportation to Metro. Why not run the Z7 from S. Laurel Park and ride to Burtonsville	
p&r? There passengers can board the Z 6/8 southbound to Silver Spring. This change will be welcome with the expanding Burtonsville commercial district. This could be a Mon-Sat line and expand ridership.	Pur Sonico
cutting the funding towards the nation?s capital?s metro system but continuing to allocate money	bus service
towards genocides in other countries is baffling as hell! do better	Capital Budget
I think you need to keep fare increases relatively low. Service cuts will impact ridership greatly. Service	
fees should be set with an understanding of the cost of other transportation options. You should consider the counties are encouraging housing development at the end of the metro (like	Bus Service
Shady Grove) with the promise of good public transportation. If people decide the service or fares are	
bad, it?s going to increase the traffic and cars that end up in Washington DC. It?s better to reduce the	
service inside WashingtonDC then at the ends of the metro where people have more cars. Worst case,	
someone in DC have bikes, scooters, or can walk. I can?t walk from Shady Grove to DC. Metro is the	
only option. It?s unfair to punish people at the ends of the lines that connect to the rest of the county. Use smaller number of cars to save money. Stop people from jumping over the turnstiles.	Fares/Fees/Parking Miscellaneous
Enforce fare payment	Fares/Fees/Parking
These proposed drastic service cuts to Metrorail would be a disaster for the greater Washington, DC	
region.	Bus Service
I am disabled and cannot drive. T2 is my only transportation option to go from home to work and vice	Bus Service
versa. Without T2 I will not be able to work anymore. Please do not eliminate T2 service. Metro has a lot of administrative fat and managerial bloat in its organization. Start reducing at the top,	Bus service
don?t threaten the public with cuts at the bottom and service	Rail Service
Dont cut redline sevice	Miscellaneous
Stop gate crashers	Miscellaneous
Congestion charging a fee for computers entering DC by car should help fund Metro. Please partner with DC schools and consider critical school routes when cutting bus service lines, taking into	
consideration the fact that ridership by students is likely underestimated because many do not swipe	
their cards. Virginia and Maryland should have a steady predictable contribution to Metro's budget.	Operating Budget, Management and Spending
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so	
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive I?m considering driving?	Miscellaneous
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so	
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive I?m considering driving? It?s unsafe for single women to use the metro late at night anyway so I?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here.	Miscellaneous
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive I?m considering driving? It?s unsafe for single women to use the metro late at night anyway so I?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time	Miscellaneous Bus Service Miscellaneous
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive I?m considering driving? It?s unsafe for single women to use the metro late at night anyway so I?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate.	Miscellaneous Bus Service Miscellaneous Rail Service
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive !?m considering driving? It?s unsafe for single women to use the metro late at night anyway so !?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6	Miscellaneous Rail Service Miscellaneous Rail Service Miscellaneous
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive I?m considering driving? It?s unsafe for single women to use the metro late at night anyway so I?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate.	Miscellaneous Bus Service Miscellaneous Rail Service
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive !?m considering driving? It?s unsafe for single women to use the metro late at night anyway so !?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6 In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous. As long as you don't cut Sunday service on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares too high, I'll be all right. I appreciate all that you are doing to catch fare evadersI	Miscellaneous Bus Service Rail Service Rail Service Fares/Fees/Parking
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive !?m considering driving? It?s unsafe for single women to use the metro late at night anyway so !?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6 In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous. As long as you don't cut Sunday service on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares too high, I'll be all right. I appreciate all that you are doing to catch fare evadersI see too many fare evaders. DC is a rapidly growing city and we need MORE service, not less.	Miscellaneous Rail Service Miscellaneous Rail Service Miscellaneous
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive !?m considering driving? It?s unsafe for single women to use the metro late at night anyway so !?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6 In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous. As long as you don't cut Sunday service on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares too high, I'll be all right. I appreciate all that you are doing to catch fare evadersI see too many fare evaders. DC is a rapidly growing city and we need MORE service, not less. Please don?t cut all the SW buses as proposed! We only have 3 and you?re proposing to cut both that	Miscellaneous Bus Service Miscellaneous Rail Service Miscellaneous Fares/Fees/Parking
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive !?m considering driving? It?s unsafe for single women to use the metro late at night anyway so !?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6 In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous. As long as you don't cut Sunday service on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares too high, I'll be all right. I appreciate all that you are doing to catch fare evadersI see too many fare evaders. DC is a rapidly growing city and we need MORE service, not less.	Miscellaneous Bus Service Miscellaneous Rail Service Miscellaneous Fares/Fees/Parking
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive !?m considering driving? It?s unsafe for single women to use the metro late at night anyway so !?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6 In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous. As long as you don't cut Sunday service on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares too high, I'll be all right. I appreciate all that you are doing to catch fare evadersI see too many fare evaders. DC is a rapidly growing city and we need MORE service, not less. Please don?t cut all the SW buses as proposed! We only have 3 and you?re proposing to cut both that are not circulator! Save 74 and P6I Also parking and bike prices should go up EVEN MORE THAN PROPOSED!!! They are way under market rate.	Miscellaneous Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive !?m considering driving? It?s unsafe for single women to use the metro late at night anyway so !?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6 In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous. As long as you don't cut Sunday service on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares too high, I'll be all right. I appreciate all that you are doing to catch fare evadersI see too many fare evaders. DC is a rapidly growing city and we need MORE service, not less. Please don?t cut all the SW buses as proposed! We only have 3 and you?re proposing to cut both that are not circulator! Save 74 and P6I Also parking and bike prices should go up EVEN MORE THAN PROPOSED!!! They are way under market rate.	Miscellaneous Bus Service Miscellaneous Rail Service Bus Service Bus Service Bus Service
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive !?m considering driving? It?s unsafe for single women to use the metro late at night anyway so !?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6 In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous. As long as you don't cut Sunday service on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares too high, 'I'l be all right. I appreciate all that you are doing to catch fare evadersI see too many fare evaders. DC is a rapidly growing city and we need MORE service, not less. Please don?t cut all the SW buses as proposed! We only have 3 and you?re proposing to cut both that are not circulator! Save 74 and P6I Also parking and bike prices should go up EVEN MORE THAN PROPOSED!!! They are way under market rate. Please continue running the L2 bus between duke Ellington bridge and Farragut Square. This portion of the route is always extremely overcrowded during morning rush hour. If you lower the fare rates, more people would pay.	Miscellaneous Bus Service Rail Service Biscellaneous Rail Service Biscellaneous Fares/Fees/Parking Bus Service
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive !?m considering driving? It?s unsafe for single women to use the metro late at night anyway so !?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6 In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous. As long as you don't cut Sunday service on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares too high, I'll be all right. I appreciate all that you are doing to catch fare evadersI see too many fare evaders. DC is a rapidly growing city and we need MORE service, not less. Please don?t cut all the SW buses as proposed! We only have 3 and you?re proposing to cut both that are not circulator! Save 74 and P6I Also parking and bike prices should go up EVEN MORE THAN PROPOSED!!! They are way under market rate.	Miscellaneous Bus Service Miscellaneous Rail Service Bus Service Bus Service Bus Service
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive !?m considering driving? It?s unsafe for single women to use the metro late at night anyway so !?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6 In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous. As long as you don't cut Sunday service on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares to high, I'll be all right. I appreciate all that you are doing to catch fare evadersI see too many fare evaders. DC is a rapidly growing city and we need MORE service, not less. Please don?t cut all the SW buses as proposed! We only have 3 and you?re proposing to cut both that are not circulator! Save 74 and P6I Also parking and bike prices should go up EVEN MORE THAN PROPOSED!!! They are way under market rate. Please continue running the L2 bus between duke Ellington bridge and Farragut Square. This portion of the route is always extremely overcrowded during morning rush hour. If you lower the fare rates, more people would pay. By eliminating route D2, you will take away my public transportation option for work (at Georgetown University). I walk and will only have Uber as an alternative in very bad (hot) weather. My daughter who has a job near Dupont Circle will have to find another job.	Miscellaneous Bus Service Miscellaneous Rail Service Bus Service Bus Service Bus Service
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive !?m considering driving? It?s unsafe for single women to use the metro late at night anyway so !?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6 In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous. As long as you don't cut Sunday service on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares too high, I'll be all right. I appreciate all that you are doing to catch fare evadersI see too many fare evaders. DC is a rapidly growing city and we need MORE service, not less. Please don?t cut all the SW buses as proposed! We only have 3 and you?re proposing to cut both that are not circulator! Save 74 and P6I Also parking and bike prices should go up EVEN MORE THAN PROPOSED!!! They are way under market rate. Please continue running the L2 bus between duke Ellington bridge and Farragut Square. This portion of the route is always extremely overcrowded during morning rush hour. If you lower the fare rates, more people would pay. By eliminating route D2, you will take away my public transportation option for work (at Georgetown University). I walk and will only have to fird another job. So many people use the metro to get to work and around the DMV area everyday that	Miscellaneous Bus Service Miscellaneous Rail Service Bus Service Bus Service Bus Service
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive !?m considering driving? It?s unsafe for single women to use the metro late at night anyway so !?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6 In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous. As long as you don't cut Sunday service on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares too high, I'll be all right. I appreciate all that you are doing to catch fare evadersI see too many fare evaders. DC is a rapidly growing city and we need MORE service, not less. Please don?t cut all the SW buses as proposed! We only have 3 and you?re proposing to cut both that are not circulator! Save 74 and P6I Also parking and bike prices should go up EVEN MORE THAN PROPOSED!!! They are way under market rate. Please continue running the L2 bus between duke Ellington bridge and Farragut Square. This portion of the route is always extremely overcrowded during morning rush hour. If you lower the fare rates, more people would pay. By eliminating route D2, you will take away my public transportation option for work (at Georgetown University). I walk and will only have Uber as an alternative in very bad (hot) weather. My daughter who has a job near Dupont Circle will have to find another job. So many people use the metro to get to work and around the DMV area everyday that removing/reducing the lines needed would severely impact their day. Public transport is an important	Miscellaneous Bus Service Miscellaneous Rail Service Bus Service Bus Service Bus Service Bus Service
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive !?m considering driving? It?s unsafe for single women to use the metro late at night anyway so !?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6 In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous. As long as you don't cut Sunday service on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares too high, I'll be all right. I appreciate all that you are doing to catch fare evadersI see too many fare evaders. DC is a rapidly growing city and we need MORE service, not less. Please don?t cut all the SW buses as proposed! We only have 3 and you?re proposing to cut both that are not circulator! Save 74 and P6I Also parking and bike prices should go up EVEN MORE THAN PROPOSED!!! They are way under market rate. Please continue running the L2 bus between duke Ellington bridge and Farragut Square. This portion of the route is always extremely overcrowded during morning rush hour. If you lower the fare rates, more people would pay. By eliminating route D2, you will take away my public transportation option for work (at Georgetown University). I walk and will only have to fird another job. So many people use the metro to get to work and around the DMV area everyday that	Miscellaneous Bus Service Miscellaneous Rail Service Bus Service Bus Service Bus Service
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive !?m considering driving? It?s unsafe for single women to use the metro late at night anyway so !?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6 In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous. As long as you don't cut Sunday service on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares to high, I'll be all right. I appreciate all that you are doing to catch fare evadersI see too many fare evaders. DC is a rapidly growing city and we need MORE service, not less. Please don?t cut all the SW buses as proposed! We only have 3 and you?re proposing to cut both that are not circulator! Save 74 and P6I Also parking and bike prices should go up EVEN MORE THAN PROPOSED!!! They are way under market rate. Please continue running the L2 bus between duke Ellington bridge and Farragut Square. This portion of the route is always extremely overcrowded during morning rush hour. If you lower the fare rates, more people would pay. By eliminating route D2, you will take away my public transportation option for work (at Georgetown University). I walk and will only have Uber as an alternative in very bad (hot) weather. My daughter who has a job near Dupont Circle will have to find another job. So many people use the metro to get to work and around the DMV area everyday that removing/reducing the lines needed would severely impact their day. Public transport is an important part of the area's infrastructure and should get enough funding to continue running propery! DC could be such a more accessible city if bus routes were massively scaled up while also making car travel less appealing (rush hour fees to drive cars, zones with fees to drive thr	Miscellaneous Bus Service Miscellaneous Rail Service Bus Service Bus Service Bus Service Bus Service
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive !?m considering driving? It?s unsafe for single women to use the metro late at night anyway so !?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6 In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous. As long as you don't cut Sunday service on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares too high, I'll be all right. 1 appreciate all that you are doing to catch fare evadersI see too many fare evaders. DC is a rapidly growing city and we need MORE service, not less. Please don?t cut all the SW buses as proposed! We only have 3 and you?re proposing to cut both that are not circulator! Save 74 and P6I Also parking and bike prices should go up EVEN MORE THAN PROPOSEDII! They are way under marker trate. Please continue running the L2 bus between duke Ellington bridge and Farragut Square. This portion of the route is always extremely overcrowded during morning rush hour. If you lower the fare rates, more people would pay. By eliminating route D2, you will take away my public transportation option for work (at Georgetown University). I walk and will only have Uber as an alternative in very bad (hot) weather. My daughter who has a job near Dupont Circle will have to find another job. So many people use the metro to get to work and around the DMV area everyday that removing/reducing the lines needed would severely impact their day. Public transport is an important part of the area's infrastructure and should get enough funding to continue running head hour fees to drive trovagh. Both need to happen at the same time though. As is, buses already run too infrequently for those with any other	Miscellaneous Bus Service Miscellaneous Rail Service Bus Service Bus Service Bus Service Bus Service
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive !?m considering driving? It?s unsafe for single women to use the metro late at night anyway so !?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6 In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous. As long as you don't cut Sunday service on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares too high, I'll be all right. I appreciate all that you are doing to catch fare evadersI see too many fare evaders. DC is a rapidly growing city and we need MORE service, not less. Please don?t cut all the SW buses as proposed! We only have 3 and you?re proposing to cut both that are not circulator! Save 74 and P6I Also parking and bike prices should go up EVEN MORE THAN PROPOSED!!! They are way under market rate. Please continue running the L2 bus between duke Ellington bridge and Farragut Square. This portion of the route is a laways extremely overcrowded during morning rush hour. If you lower the fare rates, more people would pay. By eliminating route D2, you will take away my public transportation option for work (at Georgetown University). I walk and will only have Uber as an alternative in very bad (hot) weather. My daughter who has a job near Dupont Circle will have to find another job. So many people use the metro to get to work and around the DMV area everyday that removing/reducing the lines needed would severely impact their day. Public transport is an important part of the area's infrastructure and should get enough funding to continue running properly DC could be such a more accessible city if bus routes were massively scaled up while also making car travel less appealing (rush hour, fees to drive cars, zones with fees to drive thro	Miscellaneous Bus Service Miscellaneous Rail Service Miscellaneous Fares/Fees/Parking Bus Service Bus Service Bus Service Capital Budget
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive !?m considering driving? It?s unsafe for single women to use the metro late at night anyway so !?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6 In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous. As long as you don't cut Sunday service on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares too high, I'll be all right. 1 appreciate all that you are doing to catch fare evadersI see too many fare evaders. DC is a rapidly growing city and we need MORE service, not less. Please don?t cut all the SW buses as proposed! We only have 3 and you?re proposing to cut both that are not circulator! Save 74 and P6I Also parking and bike prices should go up EVEN MORE THAN PROPOSEDII! They are way under marker trate. Please continue running the L2 bus between duke Ellington bridge and Farragut Square. This portion of the route is always extremely overcrowded during morning rush hour. If you lower the fare rates, more people would pay. By eliminating route D2, you will take away my public transportation option for work (at Georgetown University). I walk and will only have Uber as an alternative in very bad (hot) weather. My daughter who has a job near Dupont Circle will have to find another job. So many people use the metro to get to work and around the DMV area everyday that removing/reducing the lines needed would severely impact their day. Public transport is an important part of the area's infrastructure and should get enough funding to continue running head hour fees to drive trovagh. Both need to happen at the same time though. As is, buses already run too infrequently for those with any other	Miscellaneous Bus Service Miscellaneous Rail Service Bus Service
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive !?m considering driving? It?s unsafe for single women to use the metro late at night anyway so !?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6 In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous. As long as you don't cut Sunday service on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares too high, I'll be all right. I appreciate all that you are doing to catch fare evadersI see too many fare evaders. DC is a rapidly growing city and we need MORE service, not less. Please don?t cut all the SW buses as proposed! We only have 3 and you?re proposing to cut both that are not circulator! Save 74 and P6I Also parking and bike prices should go up EVEN MORE THAN PROPOSEDI! They are way under market rate. Please continue running the L2 bus between duke Ellington bridge and Farragut Square. This portion of the route is always extremely overcrowded during morning rush hour. If you lower the fare rates, more people would pay. By eliminating route D2, you will take away my public transportation option for work (at Georgetown University). I walk and will only have Uber as an alternative in very bad (hot) weather. My daughter who has a job near Dupont Circle will have to find another job. So many people use the metro to get to work and around the DMV area everyday that removing/reducing the lines needed would severely impact their day. Public transport is an important part of the area's infrastructure and should get enough funding to continue running properly DC could be such a more accessible city if bus routes were massively scaled up while also making car travel less appealing (rush hour fees to drive cars, zones with fees to drive throuse).	Miscellaneous Bus Service Miscellaneous Rail Service Bus Service
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive !?m considering driving? It?s unsafe for single women to use the metro late at night anyway so !?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6 In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous. As long as you don't cut Sunday service on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares too high, I'll be all right. I appreciate all that you are doing to catch fare evadersI see too many fare evaders. DC is a rapidly growing city and we need MORE service, not less. Please don?t cut all the SW buses as proposed! We only have 3 and you?re proposing to cut both that are not circulator! Save 74 and P6I Also parking and bike prices should go up EVEN MORE THAN PROPOSED!!! They are way under market rate. Please continue running the L2 bus between duke Ellington bridge and Farragut Square. This portion of the route is always extremely overcrowded during morning rush hour. If you lower the fare rates, more people would pay. By eliminating route D2, you will take away my public transportation option for work (at Georgetown University). I walk and will only have Uber as an alternative in very bad (hot) weather. My daughter who has a job near Dupont Circle will have to find another job. So many people use the metro to get to work and around the DMV area everyday that removing/reducing the lines needed would geverely impact their day. Public transport is an important part of the area's infrastructure and should get enough funding to continue running properly DC could be such a more accessible city if bus routes were massively scaled up while also making car travel less appealing (rush hour fees to drive cars, zones with fees to drive th	Miscellaneous Miscellaneous Bus Service Miscellaneous Rail Service Bus Service Bus Service Capital Budget Bus Service
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive !?m considering driving? It?s unsafe for single women to use the metro late at night anyway so !?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6 In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous. As long as you don't cut Sunday service on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares too high, I'll be all right. I appreciate all that you are doing to catch fare evadersI see too many fare evaders. DC is a rapidly growing city and we need MORE service, not less. Please don?t cut all the SW buses as proposed! We only have 3 and you?re proposing to cut both that are not circulator! Save 74 and P6I Also parking and bike prices should go up EVEN MORE THAN PROPOSED!!! They are way under market rate. Please continue running the L2 bus between duke Ellington bridge and Farragut Square. This portion of the route is always extremely overcrowded during morning rush hour. If you lower the fare rates, more people would pay. By eliminating route D2, you will take away my public transportation option for work (at Georgetown University). I walk and will only have to find another job. So many people use the metro to get to work and around the DMV area everyday that removing/reducing the lines needed would severely impact their day. Public transport is an important part of the area's infrastructure and should get enough funding to continue running properly DC could be such a more accessible city if bus routes were massively scaled up while also making car travel less appealing (rush hour fees to drive cars, zones with fees to drive through). Both need to happen at the same time though. As is, buses already run too infrequently for those with	Miscellaneous Miscellaneous Bus Service Miscellaneous Rail Service Bus Service Bus Service Capital Budget Bus Service
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive !?m considering driving? It?s unsafe for single women to use the metro late at night anyway so !?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6 In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous. As long as you don't cut Sunday service on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares too high, I'll be all right. I appreciate all that you are doing to catch fare evadersI see too many fare evaders. DC is a rapidly growing city and we need MORE service, not less. Please don?t cut all the SW buses as proposed! We only have 3 and you?re proposing to cut both that are not circulator! Save 74 and P6I Also parking and bike prices should go up EVEN MORE THAN PROPOSEDII! They are way under market rate. Please continue running the L2 bus between duke Ellington bridge and Farragut Square. This portion of the route is always extremely overcrowded during morning rush hour. If you lower the fare rates, more people would pay. By eliminating route D2, you will take away my public transportation option for work (at Georgetown University). I walk and will only have to find another job. So many people use the metro to get to work and around the DMV area everyday that removing/reducing the lines needed would severely impact their day. Public transport is an important part of the area's infrastructure and should get enough funding to continue running properly DC could be such a more accessible city if bus routes were massively scaled up while also making car travel less appealing (rush hour fees to drive cars, zones with fees to drive trough). Both need to happen at the same time though. As is, buses already run too infrequently for those with a	Miscellaneous Miscellaneous Bus Service Miscellaneous Rail Service Bus Service Bus Service Capital Budget Bus Service
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive !?m considering driving? It?s unsafe for single women to use the metro late at night anyway so !?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6 In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous. As long as you don't cut Sunday service on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares too high, I'll be all right. I appreciate all that you are doing to catch fare evadersI see too many fare evaders. DC is a rapidly growing city and we need MORE service, not less. Please don?t cut all the SW buses as proposed! We only have 3 and you?re proposing to cut both that are not circulator! Save 74 and P6I Also parking and bike prices should go up EVEN MORE THAN PROPOSED!!! They are way under market rate. Please continue running the L2 bus between duke Ellington bridge and Farragut Square. This portion of the route is always extremely overcrowded during morning rush hour. If you lower the fare rates, more people would pay. By eliminating route D2, you will take away my public transportation option for work (at Georgetown University). I walk and will only have to find another job. So many people use the metro to get to work and around the DMV area everyday that removing/reducing the lines needed would severely impact their day. Public transport is an important part of the area's infrastructure and should get enough funding to continue running properly DC could be such a more accessible city if bus routes were massively scaled up while also making car travel less appealing (rush hour fees to drive cars, zones with fees to drive through). Both need to happen at the same time though. As is, buses already run too infrequently for those with	Miscellaneous Miscellaneous Bus Service Miscellaneous Rail Service Bus Service Bus Service Capital Budget Bus Service
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive !?m considering driving? It?s unsafe for single women to use the metro late at night anyway so !?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6 In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous. As long as you don't cut Sunday service on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares too high, I'll be all right. I appreciate all that you are doing to catch fare evadersI see too many fare evaders. DC is a rapidly growing city and we need MORE service, not less. Please don?t cut all the SW buses as proposed! We only have 3 and you?re proposing to cut both that are not circulator! Save 74 and P6I Also parking and bike prices should go up EVEN MORE THAN PROPOSED!!! They are way under market rate. Please continue running the L2 bus between duke Ellington bridge and Farragut Square. This portion of the route is always extremely overcrowded during morning rush hour. If you lower the fare rates, more people would pay. By eliminating route D2, you will take away my public transportation option for work (at Georgetown University). I walk and will only have to find another job. So many people use the metro to get to work and around the DNV area everyday that removing/reducing the lines needed would severely impact their day. Public transport is an important part of the area's infrastructure and should get enough funding to continue running properly DC could be such a more accessible city if bus routes were masively scaled up while also making car travel less appealing (rush hour fees to drive cars, zones with fees to drive through). Both need to happen at the same time though. As is, buses already run too infrequently for those with a	Miscellaneous Miscellaneous Bus Service Miscellaneous Rail Service Bus Service Bus Service Capital Budget Bus Service
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive !?m considering driving? It?s unsafe for single women to use the metro late at night anyway so !?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6 In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous. As long as you don't cut Sunday service on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares too high, I'll be all right. I appreciate all that you are doing to catch fare evadersI see too many fare evaders. DC is a rapidly growing city and we need MORE service, not less. Please don?t cut all the SW buses as proposed! We only have 3 and you?re proposing to cut both that are not circulator! Save 74 and P6I Also parking and bike prices should go up EVEN MORE THAN PROPOSED!!! They are way under market rate. Please continue running the L2 bus between duke Ellington bridge and Farragut Square. This portion of the route is always extremely overcrowded during morning rush hour. If you lower the fare rates, more people would pay. By eliminating route D2, you will take away my public transportation option for work (at Georgetown University). I walk and will only have Uber as an alternative in very bad (hot) weather. My daughter who has a job near Dupont Circle will have to find another job. So many people use the metro to get to work and around the DMV area everyday that removing/reducing the lines needed would severely impact their day. Public transport is an important part of the area's infrastructure and should get enough funding to continue running properly DC could be such a more accessible city if bus routes were massively scaled up while also making car travel less appealing (rush hour fees to drive cars, zones with fees to drive cars, a	Miscellaneous Bus Service Miscellaneous Rail Service Miscellaneous Fares/Fees/Parking Bus Service Capital Budget Bus Service
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive 1?m considering driving? It?s unsafe for single women to use the metro late at night anyway so 1?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6 In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous. As long as you don't cut Sunday service on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares too high, I'll be all right. I appreciate all that you are doing to catch fare evadersI see too many fare evaders. DC is a rapidly growing city and we need MORE service, not less. Please don?t cut all the SW buses as proposed! We only have 3 and you?re proposing to cut both that are not circulator! Save 74 and P61 Also parking and bike prices should go up EVEN MORE THAN PROPOSED!!! They are way under market rate. Please continue running the L2 bus between duke Ellington bridge and Farragut Square. This portion of the route is always extremely overcrowded during morning rush hour. If you lower the fare rates, more people would pay. By eliminating route D2, you will take away my public transportation option for work (at Georgetown University). I walk and will only have Uber as an alternative in very bad (hot) weather. My daughter who has a jo hear Dupont Circle will have to find another job. So many people use the metro to get to work and around the DMV area everyday that removing/reducing the lines needed would geverely impact their day. Public transport is an important part of the area's infrastructure and should get enough funding to continue running properly DC could be such a more accessible city if bus routes were massively scaled up while also making car travel less appealing (rush hour fees to drive cars, zones with fees to drive tars, an	Miscellaneous Bus Service Miscellaneous Rail Service Bus Service
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive !?m considering driving? It?s unsafe for single women to use the metro late at night anyway so !?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6 In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous. As long as you don't cut Sunday service on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares too high, I'll be all right. I appreciate all that you are doing to catch fare evadersI see too many fare evaders. DC is a rapidly growing city and we need MORE service, not less. Please don?t cut all the SW buses as proposed! We only have 3 and you?re proposing to cut both that are not circulator! Save 74 and P6I Also parking and bike prices should go up EVEN MORE THAN PROPOSED!!! They are way under market rate. Please continue running the L2 bus between duke Ellington bridge and Farragut Square. This portion of the route is always extremely overcrowded during morning rush hour. If you lower the fare rates, more people would pay. By eliminating route D2, you will take away my public transportation option for work (at Georgetown University). I walk and will only have Uber as an alternative in very bad (hot) weather. My daughter who has a job near Dupont Circle will have to find another job. So many people use the metro to get to work and around the DMV area everyday that removing/reducing the lines needed would severely impact their day. Public transport is an important part of the area's infrastructure and should get enough funding to continue running properly DC could be such a more accessible city if bus routes were massively scaled up while also making car travel less appealing (rush hour fees to drive cars, zones with fees to drive cars, a	Miscellaneous Bus Service Miscellaneous Rail Service Miscellaneous Fares/Fees/Parking Bus Service Capital Budget Bus Service
Please don?t cut yellow line even further as ending at mt Vernon and running so infrequently is so disruptive 1?m considering driving? It?s unsafe for single women to use the metro late at night anyway so 1?m not opposed to it closing earlier, but sadly only for that reason I'm sorry you have a hard job to do here. Metro is essential to our city. Without it traffic is far worse and Metrorail saves people money, time and is good for climate. Keep d6 In stead of raising fares or cutting services, cut the bloated payroll. This is ridiculous. As long as you don't cut Sunday services on the H8 route or cut Metrorail houts or cut MetroAccess service or raise fares too high, I'll be all right. I appreciate all that you are doing to catch fare evadersI see too many fare evaders. DC is a rapidly growing city and we need MORE service, not less. Please don?t cut all the SW buses as proposed! We only have 3 and you?re proposing to cut both that are not circulator! Save 74 and P61 Also parking and bike prices should go up EVEN MORE THAN PROPOSED!!! They are way under market rate. Please continue running the L2 bus between duke Ellington bridge and Farragut Square. This portion of the route is always extremely overcrowded during morning rush hour. If you lower the fare rates, more people would pay. By eliminating route D2, you will take away my public transportation option for work (at Georgetown University). I walk and will only have Uber as an alternative in very bad (hot) weather. My daughter who has a job near Dupont Circle will have to find another job. So many people use the metro to get to work and around the DNV area everyday that removing/reducing the lines needed would severely impact their day. Public transport is an important part of the area's infrastructure and should get enough funding to continue running properly DC could be such a more accessible city if bus routes were massively scaled up while also making car travel less appealing (rush hour fees to drive cars, zones with fees to drive throug	Miscellaneous Bus Service Miscellaneous Rail Service Bus Service

Comment	Category
I live in Adams Morgan; the 42 and 43 are the lifelines of this community. My daughter rides either the	
42 or 43 to the School Without Walls High School - along with other neighborhood kids - every day. I	
commute to work every day on either of these lines. Shortening the route and stopping it at Farragut	
Square would create a hardship for our entire family. And ELIMINATING weekend service - are you	
crazy??? Again, those lines are central to this community. If you need to fill a budget gap, how about	
you enforce fare payment??? Every day, I dutifully swipe my Smartrip card and I'm in the minority -	
many other passengers blithely board without paying, and without consequences.	Operating Budget, Management and Spending
Reduce rail and bus service before fare increase Cutting the D6 service will eliminate any public transportation options to Georgetown and Sibley	Bus Service
hospitals, and MacArthur high school. It would also eliminate service from the Palisades to Key	
elementary school and Hardy middle school. There would be no way for anyone without a car to get to	
any of these essential places.	Bus Service
I'd rather increase fare prices to keep the buses and trains rolling. Having a transit system that is often	busseivice
enough makes it a viable option. If the service gets too slow and not often enough, people will stop	
thinking of it as an option and will look for other modes of transportation to get them to their	
destination, rather than metrobus or metrorail.	Bus Service
The metro bus and rail systems are a really important form of transport for many of those in the DMV	
area, especially for getting to work and school. Removing/restricting routes from this public transport	
would heavily impact many people's daily lives. More funding should go into the public transit system,	
as it's a very important aspect of travel in this area.	Bus Service
Most businesses make money by offering more of their product or service. The is what Metro should	
aim for. Consider renting retail space in some stationssimilar to Boston or New York.	Bus Service
Do not increase the rates or reduce routes because they would affect the oblation that we use the	
Metro Bus Services	Bus Service
Metro needs to work well to succeed. That includes being reliable, safe, clean, highly available and	
responsive. It?s a public good and a cost center on a balance sheet - and that?s fine if it exhibits all	
those other attributes. But inconsistent performance, long wait times, fires, accidents, unresponsive	
administration and staff, filthy dim stations, and lack of availability make for it?s worth being	
approximately	Fares/Fees/Parking
Service cuts will hurt the public more than a higher fare	Bus Service
How can you totally eliminated the D6 when it is the only public transportation in this part of DC? This	
bus route brings employees to two major hospitals in the city and eliminating the D6 will make it	
impossible to get to work.	Bus Service
Make smart decisions for all the people who have to take the bus/train.	Bus Service
If rush hour frequency is reduced I will not be able to pick up my kids on time via metro. If necessary	
increase rush hour fares instead of reducing rush hour service.	Bus Service
Please do not cut 29G it is my only way to and from work. It is why I chose where to live and I would	
have to move if you eliminated this route.	Bus Service
The people who rely most heavily on public transit are the same ones who can?t afford fare increases	
or reductions in service. Raise the fares and then push the mayors to subsidize fare prices for lower	
income earners. You already do this in many ways, and I think that?s the best way to go. Professionals	
whose fares are paid by their employers are greatly advantaged.	Fares/Fees/Parking
I work at Congressional country club we have a lot of employees that uses the T2 we need that route to	
stay around because we don't have ant buses that come this way but T2 so please keep that route for	
the people who needed it will help out a whole lot. Thank you	Bus Service
Cutting the T2 line will make it difficult for me to get to my job, that is the only bus that will take me to	
my job.	Due Cemies
	Bus Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay	Bus Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app	Bus service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly	
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it	Bus Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their	
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE	
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem	Bus Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple – make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved.	Bus Service Bus Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school	Bus Service Bus Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE alfordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the	Bus Service Bus Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all riders	Bus Service Bus Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple – make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget all. I think that would be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope	Bus Service Bus Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all riders If you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal	Bus Service Bus Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less	Bus Service Bus Service Operating Budget, Management and Spending
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride.	Bus Service Bus Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple – make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget all. I think that would be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metrorail stations open. People bought condos and houses based on proximity to rail	Bus Service Bus Service Operating Budget, Management and Spending
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all rides If you can get more, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metroral! stations open. People bought condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring	Bus Service Bus Service Operating Budget, Management and Spending
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple – make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget all. I think that would be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metrorail stations open. People bought condos and houses based on proximity to rail	Bus Service Bus Service Operating Budget, Management and Spending Bus Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metrorail stations open. People bought condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring down property values. Please keep Metrorail open until 11 pm (rither than proposed closing at 10 pm) so that we can still get home from sports events (like Nats games).	Bus Service Bus Service Operating Budget, Management and Spending
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metrorail stations open. People bought condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring down property values. Please keep Metrorail open until 11 pm (rather than proposed closing at 10 pm)	Bus Service Bus Service Operating Budget, Management and Spending Bus Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all riders If you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metrorail stations open. People bought condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring down property values. Please keep Metrorail open until 11 pm (rather than proposed closing at 10 pm) so that we can still get home from sports events (like Nats games). Safety was not mentioned. It is important to increase Metro Police at all stations and on trains,	Bus Service Bus Service Operating Budget, Management and Spending Bus Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metrorail stations open. People bought condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring down property values. Please keep Metrorail open until 11 pm (rather than proposed closing at 10 pm) so that we can still get home from sports events (like Nats games). Safety was not mentioned. It is important to increase Metro Police at all stations and on trains, especially after 5 pm. I have experienced disruptive passenger, passengers jumping gates or pushing	Bus Service Bus Service Operating Budget, Management and Spending Bus Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metrorail stations open. People bught condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring down property values. Please keep Metrorail open until 11 pm (rather than proposed closing at 10 pm) so that we can still get home from sports events (like Nats games). Safety was not mentioned. It is important to increase Metro Police at all stations and on trains, especially after 5 pm. I have experienced disruptive passenger, passengers jumping gates or pushing people through gate so they can get in for free, and people smoking and drinking on trains. I would	Bus Service Bus Service Operating Budget, Management and Spending Bus Service Rail Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple – make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metrorail stations open. People bought condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring down property values. Please keep Metrorail open until 11 pm (rather than proposed closing at 10 pm) so that we can still get home from sports events (like Nats games). Safety was not mentioned. It is important to increase Metro Police at all stations and on trains, especially fater 5 pm. I have experienced disruptive passenger, passengers jumping gates or pushing people through gate so they can get in for free, and people smoking and drinking on trains. I would support rate increase if there was more security. I choose to drive when I don? If eel safe on Metro.	Bus Service Bus Service Operating Budget, Management and Spending Bus Service Rail Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metrorail stations open. People bought condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring down property values. Please keep Metrorail open until 11 pm (rather than proposed closing at 10 pm) so that we can still get home from sports events (like Nats games). Safety was not mentioned. It is important to increase Metro Police at all stations and on trains, especially after 5 pm. I have experienced disruptive passenger, passengers jumping gates or pushing people through gate so they can get in for free, and people smoking and drinking on trains. I would support rate increase if there was more security. I choose to drive wen I don't feel safe on Metro. I don't think	Bus Service Bus Service Operating Budget, Management and Spending Bus Service Rail Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metrorail stations open. People bought condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring down property values. Please keep Metrorail open until 11 pm (rather than proposed closing at 10 pm) so that we can still get home from sports events (like Nats games). Safety was not mentioned. It is important to increase Metro Police at all stations and on trains, especially after 5 pm. I have experienced disruptive passenger, passengers jumping gates or pushing people through gate so they can get in for free, and people smoking and drinking on trains. I would support rate increase if there was more security. I choose to drive when I don?t feel safe on Metro. I don't thin	Bus Service Bus Service Operating Budget, Management and Spending Bus Service Rail Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metrorail stations open. People bught condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring down property values. Please keep Metrorail open until 11 pm (rather than proposed closing at 10 pm) so that we can still get home from sports events (like Nats games). Safety was not mentioned. It is important to increase Metro Police at all stations and on trains, especially after 5 pm. I have experienced disruptive passenger, passengers jumping gates or pushing people through gate so they can get in for free, and people smoking and drinking on trains. I would support rate increase if there was more security. I choose to drive when I don?t feel safe on Metro. I don't think	Bus Service Bus Service Operating Budget, Management and Spending Bus Service Rail Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple – make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metrorail stations open. People bought condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring down property values. Please keep Metrorail open until 11 pm (rather than proposed closing at 10 pm) so that we can still get home from sports events (like Nats games). Safety was not mentioned. It is important to increase Metro Police at all stations and on trains, especially after 5 pm. I have experienced disruptive passenger, passengers jumping gates on pushing people through gate so they can get in for free, and people smoking and drinking on trains. I would support rate increase if there was more security. I choose to drive when I don? I feel safe on Metro. I don't thi	Bus Service Bus Service Operating Budget, Management and Spending Bus Service Rail Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that wuld be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metrorail stations open. People bought condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring down property values. Please keep Metrorail open until 11 pm (rather than proposed closing at 10 pm) so that we can still get home from sports events (like Nats games). Safety was not mentioned. It is important to increase Metro Police at all stations and on trains, especially after 5 pm. I have experienced disruptive passenger, passengers jumping gates or pushing people through gate so they can get in for free, and people smoking and drinking on trains. I would support rate increase if there was more security. I choose to drive when I don?t feel safe on Metro. I don't think	Bus Service Bus Service Operating Budget, Management and Spending Bus Service Rail Service Fare Evasion/Safety/Crime
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metrorail stations open. People bught condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring down property values. Please keep Metrorail open until 11 pm (rather than proposed closing at 10 pm) so that we can still get home from sports events (like Nats games). Safety was not mentioned. It is important to increase Metro Police at all stations and on trains, especially after 5 pm. I have experienced disruptive passenger, passengers jumping gates or pushing people through gate so they can get in for free, and people smoking and drinking on trains. I would support rate increase if there was more security. I choose to drive when I don?t feel safe on Metro. I don't think	Bus Service Bus Service Operating Budget, Management and Spending Bus Service Rail Service Fare Evasion/Safety/Crime Bus Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so ig oo ndifferent times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metrorail stations open. People bought condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring down property values. Please keep Metrorail open until 11 pm (rather than proposed closing at 10 pm) so that we can still get home from sports events (like Nats games). Safety was not mentioned. It is important to increase Metro Police at all stations and on trains, especially after 5 pm. I have experienced disruptive passenger, passengers jumping gates or pushing people through gate so they can get in for free, and people smoking and drinking on trains. I would support rate increase if there was more security. I choose to drive when I don?t feel safe on Metro. I don't think	Bus Service Bus Service Bus Service Rail Service Fare Evasion/Safety/Crime Bus Service Rail Service Rail Service Rail Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that wuld be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metrorail stations open. People bought condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring down property values. Please keep Metrorail open until 11 pm (rather than proposed closing at 10 pm) so that we can still get home from sports events (like Nats games). Safety was not mentioned. It is important to increase Metro Police at all stations and on trains, especially after 5 pm. I have experienced disruptive passenger, passengers jumping gates or pushing people through gate so they can get in for free, and people smoking and drinking on trains. I would support rate increase if there was more security. I choose to drive when I don?t feel safe on Metro. I don't think	Bus Service Bus Service Bus Service Rail Service Fare Evasion/Safety/Crime Bus Service Rail Service Rail Service Rail Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metrorail stations open. People bought condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring down property values. Please keep Metrorail open until 11 pm (rather than proposed closing at 10 pm) so that we can still get home from sports events (like Nats games). Safety was not mentioned. It is important to increase Metro Police at all stations and on trains, especially after 5 pm. I have experienced disruptive passenger, passengers jumping gates or pushing people through gate so they can get in for free, and people smoking and drinking on trains. I would support rate increase if there was more security. I choose to drive when I don?t feel safe on Metro. I don't thin	Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Rail Service Bus Service Rail Service Bus Service Bus Service Bus Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so i go on different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metrorail stations open. People bought condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring down property values. Please keep Metrorail open until 11 pm (rather than proposed closing at 10 pm) so that we can still get home from sports events (like Nats games). Safety was not mentioned. It is important to increase Metro Police at all stations and on trains, especially after 5 pm. I have experienced disruptive passenger, passengers jumping gates or pushing people through gate so they can get in for free, and people smoking and drinking on trains. I would support rate increase if there was more security. I choose to drive when I don?t feel safe on Metro. I don't thin	Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Rail Service Bus Service Rail Service Bus Service Bus Service Bus Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so ig oo n different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple – make it THE affordable option – and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metrorail stations open. People bought condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring down property values. Please keep Metrorail open until 11 pm (rather than proposed closing at 10 pm) so that we can still get home from sports events (like Nats games). Safety was not mentioned. It is important to increase Metro Police at all stations and on trains, especially after 5 pm. I have experienced disruptive passenger, passengers jumping gates or pushing people through gate so they can get in for free, and people smoking and drinking on trains. I would support rate increase if there was more security. I choose to drive when I don?t feel safe on Metro. I don't thin	Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Rail Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so ig oo ndifferent times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that wuld be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metrorail stations open. People bought condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring down property values. Please keep Metrorail open until 11 pm (rather than proposed closing at 10 pm) so that we can still get home from sports events (like Nats games). Safety was not mentioned. It is important to increase Metro Police at all stations and on trains, especially after 5 pm. I have experienced disruptive passenger, passengers jumping gates or pushing people through gate so they can get in for free, and people smoking and drinking on trains. I would support rate increase if there was more security. I choose to drive when I don?t feel safe on Metro. I don't think	Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so ig oo ndifferent times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that wuld be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metrorail stations open. People bought condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring down property values. Please keep Metrorail open until 11 pm (rather than proposed closing at 10 pm) so that we can still get home from sports events (like Nats games). Safety was not mentioned. It is important to increase Metro Police at all stations and on trains, especially after 5 pm. I have experienced disruptive passenger, passengers jumping gates or pushing people through gate so they can get in for free, and people smoking and drinking on trains. I would support rate increase if there was more security. I choose to drive when I don?t feel safe on Metro. I don't think	Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so ig oo ndifferent times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metrorail stations open. People bought condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring down property values. Please keep Metrorail open until 11 pm (rather than proposed closing at 10 pm) so that we can still get home from sports events (like Nats games). Safety was not mentioned. It is important to increase Metro Police at all stations and on trains, especially after 5 pm. I have experienced disruptive passenger, passengers jumping gates or pushing people through gate so they can get in for free, and people smoking and drinking on trains. I would support rate increase if there was more security. I choose to drive when I don?t feel safe on Metro. I don't think	Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so ig oo ndifferent times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metrorail stations open. People bought condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring down property values. Please keep Metrorail open until 11 pm (rather than proposed closing at 10 pm) so that we can still get home from sports events (like Nats games). Safety was not mentioned. It is important to increase Metro Police at all stations and on trains, especially after 5 pm. I have experienced disruptive passenger, passengers jumping gates or pushing people through gate so they can get in for free, and people smoking and drinking on trains. I would support rate increase if there was more security. I choose to drive when I don?t feel safe on Metro. I don't think	Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so ig oo n different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metorail stations open. People bought condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring down property values. Please keep Metorail open until 11 pm (rather than proposed closing at 10 pm) so that we can still get home from sports events (like Nats games). Safety was not mentioned. It is important to increase Metro Police at all stations and on trains, especially after 5 pm. I have experienced disruptive passenger, passengers jumping gates or pushing people through gate so they can get in for free, and people smoking and drinking on trains. I would support rate increase if there was more security. I choose to drive when I don?t feel safe on Metro. I don't think	Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so ig oo ndifferent times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metrorail stations open. People bought condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring down property values. Please keep Metrorail open until 11 pm (rather than proposed closing at 10 pm) so that we can still get home from sports events (like Nats games). Safety was not mentioned. It is important to increase Metro Police at all stations and on trains, especially after 5 pm. I have experienced disruptive passenger, passengers jumping gates or pushing people through gate so they can get in for free, and people smoking and drinking on trains. I would support rate increase if there was more security. I choose to drive whore holdership duat. As it is, I have the op	Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so ig oo ndifferent times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metrorail stations open. People bought condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring down property values. Please keep Metrorail open until 11 pm (rather than proposed closing at 10 pm) so that we can still get home from sports events (like Nats games). Safety was not mentioned. It is important to increase Metro Police at all stations and on trains, especially after 5 pm. I have experienced disruptive passenger, passengers jumping gates or pushing people through gate so they can get in for free, and people smoking and drinking on trains. I would support rate increase if there was more security. I choose to drive when I don? If feel safe on Metro. I don't thi	Bus Service Operating Budget, Management and Spending Bus Service Rail Service Fare Evasion/Safety/Crime Bus Service Rail Service Fare Evasion/Safety/Crime Bus Service Fare Evasion/Safety/Crime Bus Service Fare Evasion/Safety/Crime
In stead of cutting stop cut bad bus drivers with attitude problems that way people would want to pay and use the bus more some drivers made it so ig oon different times to stops. Make payment app instead of card because its harder to get. Better accuracy times on transit app if its more user friendly and accurate instead of false times that sometimes shows more people will use it Striking the right balance is key but raising fares forces customers to vote with their wallet and their feet. If you want to cut dc traffic, put more riders on busses, the solution is simple - make it THE affordable option - and look to foreign cities that have this transportation/highway congestion problem solved. I think the budget cuts in general are a terrible idea because people need these services to get to school and work on time. If there is a way to raise money or not cut the budget at all. I think that would be the best for all riders If you cut service too much, you are going to keep losing riders and this will be a death spiral. I hope you can get more funding from DC, Maryland, Virginia, the counties/cities you serve, and the federal government. We need Metro, but the service cuts and too steep of far increases will make it less attractive to ride. Please keep all Metrorail stations open. People bought condos and houses based on proximity to rail stations. Closing stations will cause major inconveniences, negatively impact ridership levels, and bring down property values. Please keep Metrorail open until 11 pm (rather than proposed closing at 10 pm) so that we can still get home from sports events (like Nats games). Safety was not mentioned. It is important to increase Metro Police at all stations and on trains, especially after 5 pm. I have experienced disruptive passenger, passengers jumping gates or pushing people through gate so they can get in for free, and people smoking and drinking on trains. I would support rate increase if there was more security. I choose to drive when I don?t feel safe on Metro. I don't think	Bus Service Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime

Comment	Category
I live on the Columbia Pike corridor so commuting to downtown on Metro without the 16Y makes the	
commute longer and more stressful. Having the 16Y (and other Virginia to DC buses) available has	
made my life so much easier. Taking the bus means greeting the drivers and feeling connected to other	
riders that you see every day. Learning and connecting to people I may not have met otherwise. The	
16Y is always full when I've taken it. Please keep these routes available to commuters. I may not be	
your best example anymore because at 70 I have gone part-time and moving toward retiring from my iob in downtown.	Bus Service
I think budget shortfalls should be addressed by making passengers pay their fares on Metro trains and	Bus service
buses. Whenever I take either, I see lots of people not paying and getting away with it.	Operating Budget, Management and Spending
I live in MD on the DC border. There is no metro nearby and I rely on the N4 to get into work. It's	
already infrequent and can be an unpredictable route. If anything, it needs to increase it's frequency,	
particularly without metro service available. Thanks for your hard work on this challenging situation. I	Bus Service
Please do not change bus routs to meducal facilities especially D2, D6, N busses or 30s	Bus Service
I support metro, both rail and bus. I would hate to see such significant fare increases especially if they	
were coupled with decreases in service. Adjusting service based on use trends makes sense, but having	
to wait 20 minutes for a train, especially on a weekday, does not make sense to people relying on	Bus Service
I take public transportation because it it?s a cheaper alternative and is more eco friendly due to carbon	
emissions pollution from driving increasing fares will fall back on people driving which will increase the	
carbon pollution	Fares/Fees/Parking
Decreasing service and increasing fares are absolutely going to decrease ridership. You need to amp up services, reduce fair evaders, and increase safety measures	Fare Evasion/Safety/Crime
as an occasional metro rider, I find the constant closures create unreliability. Since I cannot depend on	Fare Evasion/Salety/Crime
Metro or parking, I tend not to use it.	Fares/Fees/Parking
How much revenue is lost by those not paying / jumping the gates? There?s your shortfall right there.	······································
While some of us actually pay.	Miscellaneous
Cutting services means cutting access to jobs in the City and in the DMV area as a whole. Less bus lines	
and longer wait times only hurt those working and building up our local economies	Bus Service
As someone who observes todays climate. I find it hard to believe budget cuts and fair increases have	
fallen upon the everyday citizen. I take public transportation everyday for work and now Metro is	
proposing service cuts and fair increases when the service is mediocre. All I have to say is if you do	
these things. The expectation for drivers need to be held to a higher standard. Also we need places and	
people to complain to and make reports. Once a bud driver didn?t even stop at my stop, drove straight	
pass me. After I walked to the metro I informed the station operator, and I was told there was nothing I	Operating Budget Management and Specific-
can do. Do I want a free ride on the train. If the prices go up the standard does too. Remember that. There are certain routes (like D31) that run very selective times and are critical for school commutes.	Operating Budget, Management and Spending
These bus lines save thousands of cars on the road per year as they are daily rides to schools for	
hundreds of DC Public School students. Whatever the arrangement with DC (kids ride free charges,	
more fees, etc.), these should NOT be cut.	Bus Service
Please do not cut the G8 service on the weekend or end at shaw metro. There is no other route that	
serves this area, and it is heavily utilized by people traveling downtown for service industry jobs. Please	
consider raising fares over cutting service! I suspect most riders would rather pay a little more than lose	
a reliable way and affordable way to get to work.	Bus Service
Please do not cut the D6! It?s a viral metro line to the Capitol Hill and Kingman Park community, of	
which many streets and blocks are not accessible to a metro station. Many people rely on the bus for	
their morning commute and many children rely on the bus to get to school.	Bus Service
Metro should take into consideration individuals who lack the means of travel and truly depend on	
Metro to move around for work and leisure who otherwise would be in financial peril to find other	Countries Dudent Macrossent of Countries
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel	Operating Budget, Management and Spending Bus Service
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car	Operating Budget, Management and Spending Bus Service
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel	
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we	
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to	
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many	
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay, bus too, alcoholic, dirty buses	Bus Service
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay, bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY	Bus Service Bus Service
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay., bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES BUT I FEEL SAD OTHERS PEOPLE DONT	Bus Service
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay, bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money dail I PAY ALWAYSHONESTY IS MY MAPPINES. BUT I FEEL SAD OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buses I ride very frequently) never	Bus Service Bus Service
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay., bus too, alcoholic, dirty buses EVERVBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES BUT I FEEL SAD OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buses I ride very frequently) never pay the fare and it?s not enforced. Some are students but others are not. I have seen the same with	Bus Service Bus Service
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay., bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES BUT I FEEL SAD OTHERS PEOPLE DONT Most of the people that ride the bus G3 and 70 and 79 express (the buses I ride very frequently) never pay the fare and it's not enforced. Some are students but others are not. I have seen the same with metro rail as well. As long as people don?t pay their fair share of the fare it's not going to make a dent	Bus Service Bus Service
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay., bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY MAPPINES. BUT I FEEL SAD OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buse I ride very frequently) never pay the fare and it?s not enforced. Some are students but others are not. I have seen the same with in your revenue however much you increase the fare. Cutting the service is only going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make the	Bus Service Bus Service Bus Service
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay., bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES BUT I FEEL SAD OTHERS PEOPLE DONT Most of the people that ride the bus G3 and 70 and 79 express (the buses I ride very frequently) never pay the fare and it's not enforced. Some are students but others are not. I have seen the same with metro rail as well. As long as people don?t pay their fair share of the fare it's not going to make a dent	Bus Service Bus Service
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay., bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES BUT I FELL SAD OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buses I ride very frequently) never pay the fare and it?s not enforced. Some are students but others are not. I have seen the same with metro rail as well. As long as people don?t pay their fair share of the fare it?s not going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make the metro crowded and more fare dodging.	Bus Service Bus Service Bus Service
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay., bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES BUT I FEEL SAD OTHERS PEOPLE DONT Most of the people that ride the bus G3 and 70 and 79 express (the buses I ride very frequently) never pay the fare and it?s not enforced. Some are students but others are not. I have seen the same with metro rail as well. As long as people don?t pay their fair share of the fare it?s not going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make the metro crowded and more fare dodging. Why is it not an option to have Metro funded by the DMV and also federal money? The federal	Bus Service Bus Service Bus Service
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay., bus too, alcoholic, dirty buses EVERY80DY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES BUT I FEEL SAD OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buses I ride very frequently) never pay the fare and it?s not enforced. Some are students but others are not. I have seen the same with metro rail as well. As long as people don?t pay their fair share of the fare it?s not going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make the metro crowded and more fare dodging. Why is it not an option to have Metro funded by the DMV and also federal money? The fderal government is a huge beneficiary of the metro grave, all money? The fderal government is a huge beneficiary of the metro and places almost all the bus for other one for very for the net out of an option to here one or system. Having to balance the budget by cutting service or raising fares is inadequate/insufficient and unfair and places almost all the burden on the poorer deferments of society who don?t have the luxury to drive/work from home/Uber etc. DMV area road	Bus Service Bus Service Bus Service
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay., bus too, alcoholic, dirty buses VERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES BUT I FEEL SAD OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buses I ride very frequently) never pay the fare and it?s not enforced. Some are students but others are not. I have seen the same with metro rail as well. As long as people don?t pay their fair share of the fare it?s not going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make the metro crowded and more fare dodging. Why is it not an option to have Metro funded by the DMV and also federal money? The federal government is a huge beneficiary of the metro system. Having to balance the budget by cutting service or raising fares is inadequate/insufficient and unfair and places almost all the burden on the poorer deferments of society who don?t have the luxury to drive/work from home/Uber etc. DMV area road use and gasoline/fuel taxes can and should be increased and use to find the metro system first and	Bus Service Bus Service Bus Service
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is prefered over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay, bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES. BUT I FEEL SAD OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buse 1 ride very frequently) never pay the fare and it?s not enforced. Some are students but others are not. I have seen the same with in your revenue however much you increase the fare. Cutting the service is only going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make the metro crowded and more fare dodging. Why is it not an option to have Metro funded by the DMV and also federal mone? The federal government is a huge beneficiary of the metro system. Having to balance the budget by cutting service or raising fares is inadequate/insufficient and unfair and places almost all the burden on the poorer deferments of society who don?t have the lawel and to find the metro system first and foremost. With ridership down due to WFH and flexible hours etc, this is going to be vacuous circle of	Bus Service Bus Service Bus Service
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay, bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money dail I PAY ALWAYSHONESTY IS MY HAPPINES. BUT I FEEL SAD OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buses I ride very frequently) never pay the fare and it's not enforced. Some are students but others are not. I have seen the same with metro rail as well. As long as people don?t pay their fair share of the fare it?s not going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make the metro crowded and more fare dodging. Why is it not an option to have Metro funded by the DMV and also federal money? The federal government is a huge beneficiary of the metro system. Having to balance the budget by cutting service or raising fares is inadequate/insufficient and unfair and places almost all the burden on the poorer deferments of society who don?t have the luxury to drive/work from home/Uber etc. DMV area road use and gasoline/fuel taxes can and should be increased and used to find the metro system first and foremost. With ridership down due to WFH and flexible hours etc, this is going to be vacuous circle of ever increasing fares a	Bus Service Bus Service Bus Service
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay., bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES BUT I FELE SAD OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buses I ride very frequently) never pay the fare and it?s not enforced. Some are students but others are not. I have seen the same with metro rail as well. As long as people don?t pay their fair share of the fare it?s not going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make the metro crowded and more fare dodging. Why is it not an option to have Metro funded by the DMV and also federal money? The federal government is a huge beneficiary of the metro system. Having to balance the budget by cutting service or raising fares is inadequate/insufficient and unfair and places almost all the burden on the poorer deferments of society who don?t have the luxury to drive/work from home/Uber etc. DMV area road use and gasoline/fuel taxes can and should be increased and used to find the metro system first and foremost. With ridership down due to WFH and flexible hours etc, this is going to be vacuous circle of	Bus Service Bus Service Bus Service Bus Service
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is prefered over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay., bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES. BUT I FEEL SAD OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buse I ride very frequently) never pay the fare and it?s not enforced. Some are students but others are not. I have seen the same with in your revenue however much you increase the fare. Cutting the service is only going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make the metro crowded and more fare dodging. Why is it not an option to have Metro funded by the DMV and also federal money? The federal government is a huge beneficiary of the metro system. Having to balance the budget by cutting service or raising fares is inadequate/insufficient and unfair and places almost all the burden on the poorer deferements of society who don?t have the luxury to drive/work from home/Uber etc. DMV area road use and gasoline/fuel taxes can and should be increased and use to find the metro system first and foremost. With ridership down due to WFH and flexible hours etc, this is going to be vacuous circle of ever increasing fares and serv	Bus Service Bus Service Bus Service
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit user live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay, bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES. BUT I FEEL SAD OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buses I ride very frequently) never pay the fare and it's not enforced. Some are students but others are not. I have seen the same with metro rail as well. As long as people don?t pay their fair share of the fare it?s not going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make a dent in your revenue however much you increase the fare. Cutting the service is not going to make a dent in your revenue however much you don't have the luxury to drive/work from home/Uber etc. DWV area road use and gasoline/fuel taxes can and should be increased and used to find the metro system first and foremost. With ridership down due to WFH and flexible hours etc, this is going to be vacuous circle of ever increasing fares and service cuts. Doing what is proposed May get us through a couple of years but it kicks the can down the road and the chickens will come home to rost in the next few wy ears. Get into crisins mode, chick out these increme	Bus Service Bus Service Bus Service Bus Service
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay., bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money dail/ I PAY ALWAYSHONESTY IS MY HAPPINES. BUT I FELS LAD. OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buses I ride very frequently) never pay the fare and it's not enforced. Some are students but others are not. I have seen the same with metro rail as well. As long as people don?t pay their fair share of the fare it?s not going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make the metro crowded and more fare dodging. Why is it not an option to have Metro funded by the DMV and also federal money? The federal government is a huge beneficiary of the metro system. Having to balance the budget by cutting service or raising fares is inadequate/insufficient and unfair and places almost all the burden on the poorer deferments of society who don?t have the luxury to drive/work from home/Uber etc. DMV area road use and gasoline/fuel taxes can and should be increased and used to find the metro system first and foremost. With ridership down due to WFH and flexible hours etc, this is going to be vacuous circle of ever increasing fares a	Bus Service Bus Service Bus Service Bus Service
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit user live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay, bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES. BUT I FEEL SAD OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buses I ride very frequently) never pay the fare and it's not enforced. Some are students but others are not. I have seen the same with metro rail as well. As long as people don?t pay their fair share of the fare it?s not going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make a dent in your revenue however much you increase the fare. Cutting the service is not going to make a dent in your revenue however much you don't have the luxury to drive/work from home/Uber etc. DWV area road use and gasoline/fuel taxes can and should be increased and used to find the metro system first and foremost. With ridership down due to WFH and flexible hours etc, this is going to be vacuous circle of ever increasing fares and service cuts. Doing what is proposed May get us through a couple of years but it kicks the can down the road and the chickens will come home to rost in the next few wy ears. Get into crisins mode, chick out these increme	Bus Service Bus Service Bus Service Bus Service
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay., bus too, alcoholic, dirty buses VEKYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES BUT I FEEL SAD OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buses I ride very frequently) never pay the fare and it?s not enforced. Some are students but others are not. I have seen the same with metro rail as well. As long as people don?t pay their fair share of the fare it?s not going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make the metro crowded and more fare dodging. Why is it not an option to have Metro funded by the DMV and also federal money? The federal government is a huge beneficiary of the metro system. Having to balance the budget by cutting service or asing fares is inadequate/insufficient and unfair and places almost all the burden on the poorer deferments of society who don?t have the luxury to drive/work from home/Uber etc. DMV are aroad use and gasoline/fuel taxes can and should be increased and used to find the metro system first and foremost. With ridership down due to WFH and flexible hours etc, this is going to be vacuous circle of ever increasing fares an	Bus Service Bus Service Bus Service Bus Service
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is prefered over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay, bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES. BUT I FEEL SAD OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buse 1 ride very frequently) never pay the fare and it?s not enforced. Some are students but others are not. I have seen the same with nyour revenue however much you increase the fare. Cutting the service is only going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make the metro crowded and more fare dodging. Why is it not an option to have Metro funded by the DMV and also federal mone? The federal government is a huge beneficiary of the metro system. Having to balance the budget by cutting service or raising fares is inadequate/insufficient and unfair and places almost all the burden on the poorer deferments of society who don?t have the lawill kolne hore set of ind the metro system first and foremost. With ridership down due to WFH and flexible hours etc., this is going to be vacuous circle of ever increasing fares and service cuts. Doing what is proposed May get us through a couple of years but it kicks the can down the oa	Bus Service Bus Service Bus Service Operating Budget, Management and Spending
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is prefered over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay., bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES. BUT I FEEL SAD OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buses I ride very frequently) never pay the fare and it?s not enforced. Some are students but others are not. I have seen the same with metro rail as well. As long as people don?t pay their fair share of the fare it?s not going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make the metro crowded and more fare dodging. Why is it not an option to have Metro funded by the DMV and also federal money? The federal government is a huge beneficiary of the metro system. Having to balance the budget by cutting service or rasing fares is inadequate/insufficient and unfair and places almost all the burden on the poorer deferments of society who don?t have the luxury to drive/work from home/Uber etc. DMV area road use and gasoline/fuel taxes can and should be increased and used to find the metro system first and foremost. With ridership down due to WFH and flexible hours etc, this is going to be vacuous circle of ever increasing fares an	Bus Service Bus Service Bus Service Operating Budget, Management and Spending
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit user live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay, bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES. BUT I FEEL SAD OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buses I ride very frequently) never pay the fare and it's not enforced. Some are students but others are not. I have seen the same with metro rail as well. As long as people don?t pay their fair share of the fare it?s not going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make a dent in your revenue however much you increase the fare. Cutting the service is not going to make a dus and gasoline/fuel taxes can and should be increased and used to find the metro system first and foremost. With ridership down due to WFH and flexible hours etc., this is going to be vacuous circle of ever increasing fares and service cuts. Doing what is proposed May get us through a couple of years but it kicks the can down the road and the chickens will come home to roost in the next few wy gers. But into risms mode, chick out these incremental ?solutions? and really figure this out. Please. While I do not support raising week day fares by the am	Bus Service Bus Service Bus Service Bus Service Operating Budget, Management and Spending Fares/Fees/Parking
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay., bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money dail I PAY ALWAYSHONESTY IS MY HAPPINES. BUT I FELSAD. OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buses I ride very frequently) never pay the fare and it's not enforced. Some are students but others are not. I have seen the same with metro rail as well. As long as people don?t pay their fair share of the fare it?s not going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make the metro crowded and more fare dodging. Why is it not an option to have Metro funded by the DMV and also federal money? The federal government is a huge beneficiary of the metro system. Having to balance the budget by cutting service or raising fares is inadequate/insufficient and unfair and places almost all the burden on the poorer deferments of society who don?t have the luxury to drive/work from home/Uber etc. DMV area road use and gasoline/fuel taxes can and should be increased and used to find the metro system first and foremost. With ridership down due to WFH and flexible hours etc., this is going to be vacuous circle of ever increasing fares and	Bus Service Bus Service Bus Service Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Fares/Fees/Parking
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay., bus too, alcoholic, dirty buses VERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES BUT I FEEL SAD OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buses I ride very frequently) never pay the fare and it?s not enforced. Some are students but others are not. I have seen the same with netro rail as well. As long as people don?t pay their fair share of the fare it?s not going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make the metro crowded and more fare dodging. Why is it not an option to have Metro funded by the DMV and also federal mone? The federal government is a huge beneficiary of the metro system. Having to balance the budget by cutting service or raising fares is inadequate/insufficient and unfair and places almost all the burden on the poorer deferments of society who don?t have the luxury to drive/work from home/Uber etc. DMV area road use and gasoline/fuel taxes can and should be increased and used to find the metre system first and foremost. With ridership down due to WFH and flexible hours etc, this is going to wake dee safely and fairy raising uto \$2.50,	Bus Service Bus Service Bus Service Bus Service Operating Budget, Management and Spending Fares/Fees/Parking
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit user live in poverty, it is prefered over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay, bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES. BUT I FEL SAD OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buse 1 ride very frequently) never pay the fare and it?s not enforced. Some are students but others are not. I have seen the same with nyour revenue however much you increase the fare. Cutting the service is only going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make the metro crowded and more fare dodging. Why is it not an option to have Metro funded by the DMV and also federal mone? The federal government is a huge beneficiary of the metro system. Having to balance the budget by cutting service or raising fares is inadequate/insufficient and unfair and places almost all the burden on the poorer deferments of society who don't have the luxury to drive/work from home/Uber etc. DMV area road use and gasoline/fuel taxes can and should be increased and used to find the metro system first and foremost. With ridership down due to W	Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Bus Service Bus Service
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay, bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES. BUT I FELS ADD OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buses I ride very frequently) never pay the fare and it's not enforced. Some are students but others are not. I have seen the same with metro rail as well. As long as people don?t pay their fair share of the fare it?s not going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make the metro crowded and more fare dodging. Why is in ot an option to have Metro funded by the DMV and also federal money? The federal government is a huge beneficiary of the metro system. Having to balance the budget by cutting service or raising fares is inadequate/insufficient and unfair and places almost all the burden on the poorer deferments of society who don?t have the luxury to drive/work from home/Uber etc. DWV area road use and gasoline/fuel taxes can and should be increased and used to find the metro system first and foremost. With ridership down due to WFH and flexible hours etc, this is going to weakese. Using more and is to support raising	Bus Service Bus Service Bus Service Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Fares/Fees/Parking
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay, bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES BUT I FEEL SAD OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buses I ride very frequently) never pay the fare and it?s not enforced. Some are students but others are not. I have seen the same with metro rail as well. As long as people don?t pay their fair share of the fare it?s not going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make the metro crowded and more fare dodging. Why is it not an option to have Metro funded by the DMV and also federal money? The federal government is a huge beneficiary of the metro system. Having to balance the budget by cutting service or ising fares is inadequate/insufficient and unfair and places almost all the burden on the poorer deferments of society who don?t have the luxury to drive/work from home/Uber etc. DMV area road use and gasoline/fuel taxes can and should be increased and used to find the metro system first and foremost. With ridership down due to WFH and flexible hours etc, this is going to be vacuous circle of ever increasing fares an	Bus Service Bus Service Bus Service Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Fares/Fees/Parking Bus Service Operating Budget, Management and Spending
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay, bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES. BUT I FEEL SAD OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buses 1 ride very frequently) never pay the fare and it?s not enforced. Some are students but others are not. I have seen the same with metro rail as well. As long as people don?t pay their fair share of the fare it?s not going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make a dent is a huge beneficiary of the metro system. Having to balance the budget by cutting service or raising fares is inadequate/insufficient and unfair and places almost all the burden on the poorer deferments of society who don?t have the luxury to drive/work from home/Uber etc. DMV area road use and gasoline/fuel taxes can and should be increased and used to find the metro system first and foremost. With ridership down due to WFH and flexible hours etc, this is going to be vacuous circle of ever increasing fares and service cuts. Doing what is propo	Bus Service Bus Service Bus Service Bus Service Bus Service Coperating Budget, Management and Spending Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service Coperating Budget, Management and Spending Fares/Fees/Parking
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit user live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay, bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES. BUT I FEEL SAD OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buses I ride very frequently) never pay the fare and it's not enforced. Some are students but others are not. I have seen the same with neutro rail as well. As long as people don?t pay their fair share of the fare it?s not going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make the metro crowded and more fare dodging. Why is it not an option to have Metro funded by the DMV and also federal money? The federal government is a huge beneficiary of the metro system. Having to balance the budget by cutting service or raising fares is inadequate/insufficient and unfair and places almost all the burden on the poorer deferments of society who don?t have the luxury to drive/work from home/Uber etc. DWV area road use and gasoline/fuel taxes can and should be increased and used to find the metro system first and foremost. With ridership down due to WFH and flexible hours etc, this is going to wakers. Bupport raising it to \$2.50, or eve	Bus Service Bus Service Bus Service Bus Service Coperating Budget, Management and Spending Fares/Fees/Parking Coperating Budget, Management And Spending Coperating Budget, Management And Spending Coperating Budget, Management And Spending Coperating Budget, ManagementAn
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit user live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay., bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES. BUT I FEEL SAD OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buses I ride very frequently) never pay the fare and it?s not enforced. Some are students but others are not. I have seen the same with metro rail as well. As long as people don?t pay their fair share of the fare it?s not going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make a dent is an option to have Metro funded by the DMV and also federal mone? The federal government is a huge beneficiary of the metro system. Having to balance the budget by cutting service or raising fares is inadequate/insufficient and unfair and places almost all the burden on the poorer deferments of society who don?t have the luxury to drive/work from home/Uber etc. DMV area road use and gasoline/fuel taxes can and should be increased and used to find the metre system first and foremost. With ridership down due to WFH and flexible hours etc., this	Bus Service Bus Service Bus Service Bus Service Coperating Budget, Management and Spending Fares/Fees/Parking Coperating Budget, Management And Spending Coperating Budget, Management And Spending Coperating Budget, Management And Spending Coperating Budget, ManagementAn
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay, bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES. BUT I FEEL SAD OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buses I ride very frequently) never pay the fare and it's not enforced. Some are students but others are not. I have seen the same with metro rail as well. As long as people don? tpay their fair share of the fare it?s not going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make the metro crowded and more fare dodging. Why is it not an option to have Metro funded by the DMV and also federal money? The federal government is a huge beneficiary of the metro system. Having to balance the budget by cutting service or raising fares is inadequate/insufficient and unfair and places almost all the burden on the poorer deferments of society who don? thave the luxury to drive/work from home/Uber etc. DMV area road use and gasoline/fuel taxes can and should be increased and used to find the metro system first and formost. With ridership down due to WFH and flexible hours etc, this is going to be vacuous circle of ever increasing fares a	Bus Service Bus Service Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay., bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES BUT I FEEL SAD OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buses I ride very frequently) never pay the fare and it?s not enforced. Some are students but others are not. I have seen the same with metro rail as well. As long as people don?t pay their fair share of the fare it?s not going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make the metro crowded and more fare dodging. Why is it not an option to have Metro funded by the DMV and also federal mone? The federal government is a huge beneficiary of the metro system. Having to balance the budget by cutting service or raising fares is inadequate/insufficient and unfair and places almost all the burden on the poorer deferments of society who don?t have the luxury to drive/work from home/Uber etc. DMV are aroad use and gasoline/fuel taxes can and should be increased and used to find the metro system first and foremost. With ridership down due to WFH and flexible hours etc, this is going to be vacuous circle of ever increasing fares	Bus Service Bus Service Bus Service Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service Bus
Metro to move around for work and leisure who otherwise would be in financial peril to find other ways to travel who just cannot afford the other means of travel Some of the proposed service cuts would make it near impossible for me to live and work in DC car The transit systems here are a deciding factor for many people on moving to this area and where we choose to live in this area. As housing prices go up, it's harder to find a place to live that is close to necessary transit. Service cuts make this even more difficult. While fare increases are not ideal as many transit users live in poverty, it is preferred over service cuts that might eliminate someone's ability to live somewhere affordable and get to their job, friends, etc. Only honest People pay ? I have seen metro rider jumping and not pay, bus too, alcoholic, dirty buses EVERYBODY SHOULD PAY. IF I DO? Metro loose lot of money daily I PAY ALWAYSHONESTY IS MY HAPPINES BUT I FEEL SAD OTHERS PEOPLE DONT Most of the people that ride the bus 63 and 70 and 79 express (the buses I ride very frequently) never pay the fare and it's not enforced. Some are students but others are not. I have seen the same with metro rail as well. As long as people don?t pay their fair share of the fare it?s not going to make a dent in your revenue however much you increase the fare. Cutting the service is only going to make the metro crowded and more fare doging. Why is it not an option to have Metro funded by the DMV and also federal money? The federal government is a huge beneficiary of the metro system. Having to balance the budget by cutting service or raising fares is inadequate/insufficient and unfair and places almost all the burden on the poorer deferements of society who don?t have the luxury to drive/work from home/Uber etc. DMV are a road use and gasoline/fuel taxes can and should be increased and used to find the metro system first and foremost. With irdership down due to WFH and flexible hours etc, this is going to be vacuous circle of ever increasing fares	Bus Service Bus Service Bus Service Bus Service Bus Service Coperating Budget, Management and Spending Fares/Fees/Parking Bus Service Coperating Budget, Management and Spending Fares/Fees/Parking Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Fares/Fees/Parking

Commont	
Confusing suprey - bottom line: do NOT aliminate the T2 bus line	Category Miscellaneous
Confusing survey - bottom line: do NOT eliminate the T2 bus line If station must be closed, prioritize those in Virginia	Rail Service
I believe the metro should be affordable and accessible for as many people as possible, and ideally not	
raise fares.	Fares/Fees/Parking
Metro should prioritize fare increases for those who can afford it over ANY cuts. It will be better for the	
environment, the city, and the economy for metro to run at maximum service levels.	Fares/Fees/Parking
Fix the arrival accuracy of buses. I don't trust it so use buses less than if they were accurate. Will	
increase business that way.	Bus Service
Please do not eliminate T2!	Bus Service
Keep T-2 please	Miscellaneous
The T2 Metrobus route is a vital route for many individuals, businesses and families to access Potomac	
and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County,	
which is critical for the County?s economy. This bus service is a crucial support for our area. Please	
consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to	
work, school, and other activities. Thank you for your time and consideration. PLEASE DO NOT CUT THE T2 ROUTE!	Bus Service
The T2 is the only way I can get to work. I would have to quit my job (which is a good job) if this	Bus Service Bus Service
Fair increase is a better way to solve the problem, rather than reduced services. During and after	Bus service
COVID, a lot of people have moves to the suburbs and, to go to work in DC, are driving up to the last	
station, parking there for the day, and using metro to finish their commute. Reducing the service	
(especially at the tail end of the red and silver lines) will push them to just drive all the way to DC. Also	
many community developments by counties in the DMV have been promoted using the fact that they	
are close to metro stations, and have attracted a lot of interest (e.g., ongoing development projects not	
far from Shady Grove metro, etc.). Making it hard to commute is bad news for the viability of these	
development projects. This argument could be used to get more funding from states.	Capital Budget
l use T2 - please dont cut it. Many of us use it.	Bus Service
?Before adding fare increases to those barely able to afford to pay current fares on metro, intensify	
ways to successfully stop the disgusting gate jumpers. Why should we pay more to give them free	
rides? They should be arrested and prosecuted. ?The increasing crime in the metrio system must be	
addressed. Safety has become unreliable which has resulted in lost riders. I am one.	Fare Evasion/Safety/Crime
I would to express how important the T2 Metrobus route is to our community. This is an important	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
is the only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Matrobus for the many rider, who require this capite to get to work, school, and other activities	
Metrobus for the many riders who require this service to get to work, school, and other activities.	Rue Carrier
Thank you for your time and consideration.	Bus Service
T2 is an important bus stop for my community. Please don?t cut it. Happy to pay more for adequate servxe	Bus Service Miscellaneous
The T2 line is the only bus in our area of the county and is used by students and workers on a daily	Miscellaneous
basis. Eliminating it would have a detrimental effect on people?s livelihoods! From an equity	
standpoint this is not something that should be considered.	Bus Service
Please do not delete T2 service. It is very much needed by students workers and people trying to get in	
and out of town.	Bus Service
T2 is the only option we have in Carderock Springs, cancelling this would leave the neighborhood	
isolated	Bus Service
Service cuts will cause a downward spiral of ridership as more people structure their lives around not	
using public transportation. Please leave the option available for transit to be a viable especially for late	
night riders. Fare hikes during night hours 11pm-2am could be a viable option. Most people using	
rideshare services are paying lots of money for those services and metro has the opportunity to	
position itself as a budget conscious, safe, alternative to ride-sharing in late night situations.	Operating Budget, Management and Spending
I am completely appalled and horrified by the cuts to the Metro system proposed by WMATA. Cuts to	
public transit are environmentally and financially sustainable and fundamentally inequitable; for these	
reasons, I firmly oppose these cuts. Almost 40% of DC, Arlington, and Alexandria residents rely on	
public transit, and these cuts will harm more marginalized DC residents without other options, such as	
low-income communities and people with disabilities. With the uncertainty of WMATA?s funding, these residents are not able to rely on the Metro system to get them to essential economic	
opportunities and services. The cuts are also financially and environmentally unsound on a macro scale.	
These cuts are being proposed because low ridership caused by the pandemic has created a revenue	
shortfall. However, further service cuts will only result in a declining spiral of ridership and revenue that	
will leave Metro in an even more difficult position. Increased wait times for workers, residents, and	
students needing to commute will push those who are able to, to seek other methods of transportation	
away. Cuts will encourage the use of personal or for-hire vehicles. And thus WMATA will bring in even	
less revenue. For a Metro system that relies so heavily on passenger fares to fund its operation budget,	
cutting service is a death sentence. And for a city that has pretty lofty climate goals, avowing itself to	
cut emissions by HALF by 2032, decimating its Metro system does not make any sense. A robust public	
transportation system is critical to any equitable climate plan, and I know for a fact that it is a critical	
part of DC?s Clean Energy Amendment Act of 2018. Cutting service will only decrease future ridership,	
it will disproportionately impact marginalized communities, and it will leave DC in a precarious position	
in regards to its climate commitments. Thank you for your time.	Operating Budget, Management and Spending
I am a home health aide and cannot afford to buy a car. I cannot afford Uber. I take care of a	
homebound 91-year old man. I use the T2 Metrobus to get to his house every day. Without the T2 bus,	
I will not have my job and my client will not have a caregiver. His life and my livelihood depend on T2	
Metrobus service. Maryland must protect the interests of its homebound senior citizens. Maryland	Rus Sanvica
must protect the ability of its residents to get to work. Maryland must fund Metrobus to save the T2 The T2 Metrobus route is vital. It's the only reliable public transportation to this part of the County.	Bus Service
Absolutely necessary for families and the economy, both those based in this part of the county and	
those based elsewhere.	Bus Service
The Metro is a public service transport in any city and must ensure the well -being of its users, it must	
not work in deficits but must look for a point of balance in spending and not affect the vulnerable	
population that are the senior and the disabled, the disabled ones, thank you	Operating Budget, Management and Spending
Many Of employees at Congressional Country Club use the T2 Bus. it is very important for their ability	
to get to/from Work.	Bus Service
Is there a way for the public to get more involved in funding for Metro? Bakesales? Go Fund Me?	
Benefit concerts?	Capital Budget
You need a combination of both fare increases and reduction of service. However eliminating the vital	
metro bus lime T2 is totally unacceptable. This is the only metro bus serving a large community and	
eliminating it will have a huge negative impact because there won?t be any metro bus servicing that	
whole river road stretch. Unacceptable. I will never ever use any Metroservice if you do this.	Bus Service
Metro Bus is a necessity in the Capital region. We are the Capitol of the world. Get rid of the unions.	Bus Service
Thank you for the opportunity to comment.	Miscellaneous

Comment	Category
Capitol Hill family here. D6 is vital moving east and west across the city to access public resources, Chinatown, libraries and Georgetown. Charter schools also are accessed by d6 in Chinatown.	Due Camies
Please do not eliminate Route T2. It is a critical route for many workers.	Bus Service Bus Service
Y?all need more money	Miscellaneous
Reducing service will reduce confidence and rider usage. The more frequent and reliable service is, the	This centre out
more people will use WMATA and support investments.	Capital Budget
I take the T2 bus everyday to work. If that gets eliminated I have no way of getting to my job and I	
would be fired and I would lose my income.	Bus Service
Increasing late night service to 2 am on the weekends would be useful, as I don?t have to rely on an	
Uber to get from DC back to Alexandria late at night	Bus Service
Bus service mainly for elder, please don'r cut the benefit for elder.	Bus Service
If metro rail does not get the funding they need through Virginia, why doesn?t Virginia take the brunt	
of the station closures? I believe this is an amazing way to show the politicians in Richmond how	
important it is to keep metro funded for NoVa and truthfully would be quite ironic for them! They	
caused the issue so why hurt DC or Maryland even though they provided the funding they were Please do not discontinue the T2 bus line through the Bethesda area. This is a vital line used by many of	Capital Budget
us to travel from home to work and shopping. Ending this service would put more cars on the road	
leading to greater traffic congestion and pollution. Raise the fares but don't cut the service.	Bus Service
Please keep the T2 metrobus route	Bus Service
Obviously, getting additional funds should be the number one priority. Secondary to that, consolidation	
of bus stops and the combination of some redundant service (such as the 42 and 43) should be	
pursued. The last resort should be the elimination of unique service. It is incredibly foolhardy to reduce	
service on the S2/S9 and 52/54, two of the most trafficked bus corridors in the city.	Bus Service
Cutting the T2 would make it impossible for lower income people to get their jobs along the entire	
route putting them out of work or having much higher travel expenses.	Bus Service
Why would you reduce service to the working class people of the METRO area who need to use the bus	
to get to their jobs????? RIDICULOUS. NOT FAIR and you are penalizing the poorest of people who	
need to work!!!!	Bus Service
T2 is the only public transportation access the we have in our neighborhood (Carderock Springs).	
Eliminating it would increase the use of car transportation and traffic jams in River Rd, something that	
is already happening. Also, we can't access Bethesda Metro Station (our closest Metro Station) by	
bicycle, since there's not a safe route (crossing the bridge over the Beltway on River Rd is way too	
dangerous for bikes and/or pedestrians). We're always talking about decreasing the use of the car and	
increase more massive or environmentally friendly ways of transportation, but these proposed actions	
go against it. Thanks, The 76-78 are burge that Herpital Staff use and need. Also for our patience. Notic good idea to decrease	Bus Service
The Z6 Z8 are buses that Hospital Staff use and need. Also for our patienceNot s good idea to decrease times . Also if buses run on time or even just show up. Your customers will return to riding.	Rus Sonico
Don't cut any service. You will harm more people than help them. I'd rather have you increase price	Bus Service
instead.	Service Levels
Please don?t remove the J1- I would strongly consider which lines to remove as it would cause	
significant bus crowding may increase drastically. Very much so. I understand the need for a change in	
budgeting for transport, but if so done, it needs to be done meticulously well.	Operating Budget, Management and Spending
Don?t cut the 96! It?s so hard to across NW without it!	Miscellaneous
Please don?t cut the 96. It is a very popular and useful bus that serves many neighborhoods. We also	
need more 31/33 service	Bus Service
Fare increases could be a viable option as long as there is adequate access to fare assistance programs	
for people in need.	Fares/Fees/Parking
keep the trains running - the more and more frequency will add more riders!!	Fares/Fees/Parking Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. I live in Woodleypark and use	
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. I live in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and	
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. I live in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be	Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. I live in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut	
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. I live in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE	Bus Service Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. I live in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS I'VE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!!	Bus Service Bus Service Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. I live in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUSI'VE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route	Bus Service Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. I live in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS I'VE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!!	Bus Service Bus Service Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. I live in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS I'VE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary,	Bus Service Bus Service Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. I live in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS IVE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW ,Kennedy	Bus Service Bus Service Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. I live in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUSIVE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW ,kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still	Bus Service Bus Service Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. I live in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUSIVE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW ,Kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate mos service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-5 bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge	Bus Service Bus Service Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. I live in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS I/VE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central IN-S bound cad between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops., adjust frequency shorten route, like in NE. #74 74 may subsitute 52 in th SW. Without 74,	Bus Service Bus Service Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. I live in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS I'VE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW ,Kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-S bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorter route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point, and a large area that is below M st, has no service at all, that is unfair, there is quite a	Bus Service Bus Service Bus Service Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. I live in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS I'VE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW, Kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-S bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorten route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point, and a large area that is below Mst, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro.	Bus Service Bus Service Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. Ilive in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUSIVE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW ,kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-S bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorten route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point , and a large area that is below M st, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro. Economic Discrimination quite obvious on majority routes where customers heavily rely on services	Bus Service Bus Service Bus Service Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. Ilive in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS IV'S SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW ,Kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-S bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorten route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point , and a large area that is below Mst, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro. Economic Discrimination quite obvious on majority routes where customers heavily rely on services especially hospitals. This is metros way of increasing fares. Past projects waste of time, resources and	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. I live in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS I'VE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep 12 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW, kennedy center and Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-S bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorten route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point, and a large area that is below M st, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro. Economic Discrimination quite obvious on majority routes where customers heavily rely on services especially hospitals. This is metros way of increasing fares. Past projects waste of time, resources and money.	Bus Service Bus Service Bus Service Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. Ilive in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS I/VS SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW , Kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-S bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorten route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point , and a large area that is below M st, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro. Economic Discrimination quite obvious on majority routes where customers heavily rely on services especially hospitals. This is metros way of increasing fares. Past projects waste of time, resources and money.	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. Ilive in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS IV'S SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW ,Kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-S bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorten route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point , and a large area that is below M st, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro. Economic Discrimination quite obvious on majority routes where customers heavily rely on services especially hospitals. This is metros way of increasing fares. Past projects waste of time, resources and money. As someone who doesn?t have a car in the city, and is not comfortable hiking, the metro rail and metro buses are my main means of transportation. The 96 is my most used bus line and removing it would	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. Ilive in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS I/VS SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW , Kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-S bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorten route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point , and a large area that is below M st, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro. Economic Discrimination quite obvious on majority routes where customers heavily rely on services especially hospitals. This is metros way of increasing fares. Past projects waste of time, resources and money.	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. I live in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS I'VE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW ,Kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-S bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorten route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point, and a large area that is below M st, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro. Economic Discrimination quite obvious on majority routes where customers heavily rely on services especially hospitals. This is metros way of increasing fares. Past projects waste of time, resources and money. As someone who doesn?t have a car in the city, and is not comfortable hiking, the metro rail and metro buses are my main means of transportation. The 96 is my most used bus line and removing it would have an immense impact on my weekly routines. I would take a fair increase any day over taking away	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. I live in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS I'VE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep 12 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW, kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-S bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorten route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point, and a large area that is below M st, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro. Economic Discrimination quite obvious on majority routes where customers heavily rely on services especially hospitals. This is metros way of increasing fares. Past projects waste of time, resources and money. As someone who doesn?t have a car in the city, and is not comfortable hiking, the metro rail and metro buses are my main means of transportation. The 96 is my most used bus line and removing it would have an immense impact on my weekly tothes. I would take a fair increase any day over taking away routes! Also you may find that people are more likely to take public	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. Ilive in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS I/VE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW ,kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-S bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorten route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point , and a large area that is below M st, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro. Economic Discrimination quite obvious on majority routes where customers heavily rely on services especially hospitals. This is metros way of increasing fares. Past projects waste of time, resources and money. As someone who doesn?t have a car in the city, and is not comfortable hiking, the metro rail and metro buses are my main means of transportation. The 96 is my most used bus line and removing it would have an immense impact on my weekly routines. I would take a fair increase any day over taking away routes! Also you may find that people are more likely to take publi	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. Ilive in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUSIVE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW , Kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-5 bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorten route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point , and a large area that is below Mst, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro. Economic Discrimination quite obvious on majority routes where customers heavily rely on services especially hospitals. This is metros way of increasing fares. Past projects waste of time, resources and money. As someone who doesn?t have a car in the city, and is not comfortable hiking, the metro rail and metro buses are my main means of transportation. The 96 is my most used bus line and removing it would have an immense impact on my weekly routines. I would take a fair increase any day over taking away routes! Also you may find that people are more likely to take public	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. I live in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS I'VE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW ,Kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-S bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorten route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point, and a large area that is below M st, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro. Economic Discrimination quite obvious on majority routes where customers heavily rely on services especially hospitals. This is metros way of increasing fares. Past projects waste of time, resources and money. As someone who doesn?t have a car in the city, and is not comfortable hiking, the metro rail and metro buses are my main means of transportation. The 96 is my most used bus line and removing it would have an immense impact on my weekly routines. I would take a fair increase any day over taking away routes! Also you may find that people are more likely to take publ	Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. Ilive in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS IVE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW , Kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-S bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorten route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point, and a large area that is below M st, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro. Economic Discrimination quite obvious on majority routes where customers heavily rely on services especially hospitals. This is metros way of increasing fares. Past projects waste of time, resources and money. As someone who doesn? thave a car in the city, and is not comfortable hiking, the metro rail and metro buses are my main means of transportation. The 96 is my most used bus line and removing it would have an immense impact on my weekly routines. I would take a fair increase any day over taking away routes! Also you may find that people are more likely to take public	Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. I live in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS I'VE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW ,Kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-5 bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorter route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point, and a large area that is below M st, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro. Economic Discrimination quite obvious on majority routes where customers heavily rely on services especially hospitals. This is metros way of increasing fares. Past projects waste of time, resources and money. As someone who doesn?t have a car in the city, and is not comfortable hiking, the metro rail and metro buses are my main means of transportation. The 96 is my most used bus line and removing it would have an immense impact on my weekly routines. I would take a fair increase any day over taking away routes! Also you may find that people are more likely to take publi	Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. Ilive in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS IVYE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety Is bad, very few people would go out Eliminate free bus ride like the Wharf SW ,kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-S bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorten route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point , and a large area that is below M st, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro. Economic Discrimination quite obvious on majority routes where customers heavily rely on services sepecially hospitals. This is metros way of increasing fares. Past projects waste of time, resources and money. As someone who doesn?t have a car in the city, and is not comfortable hiking, the metro rail and metro buses are my main means of transportation. The 96 is my most used bus line and removing it would have an immense impact on my weekly routines. I would take a fair increase any day over taking away routes! Also you may find that people are more likely to take publi	Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. Ilive in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS I/VE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW ,Kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-5 bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorten route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point, and a large area that is below M st, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro. Economic Discrimination quite obvious on majority routes where customers heavily rely on services especially hospitals. This is metros way of increasing fares. Past projects waste of time, resources and money. As someone who doesn?t have a car in the city, and is not comfortable hiking, the metro rail and metro buses are my main means of transportation. The 96 is my most used bus line and removing it would have an immense impact on my weekly routines. I would take a fair increase any day over taking away routes! Also you may find that people are more likely to take public	Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. Ilive in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS IVE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep 12 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW ,Kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-S bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorten route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point, and a large area that is below M st, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro. Economic Discrimination quite obvious on majority routes where customers heavily rely on services especially hospitals. This is metros way of increasing fares. Past projects waste of time, resources and money. As someone who doesn?t have a car in the city, and is not comfortable hiking, the metro rail and metro buses are my main means of transportation. The 96 is my most used bus line and removing it would have an immense impact on my weekly routines. I would take a fair increase any day over taking away routes! Also you may find that people are more likely to take public	Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. Ilive in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS IVE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW ,Kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-S bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorten route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point , and a large area that is below M st, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro. Economic Discrimination quite obvious on majority routes where customers heavily rely on services especially hospitals. This is metros way of increasing fares. Past projects waste of time, resources and money. As someone who doesn?t have a car in the city, and is not comfortable hiking, the metro rail and metro buses are my main means of transportation. The 96 is my most used bus line and removing it would have an immense impact on my weekly routines. I would take a fair increase any day over taking away routes! Also you may find that people are more likely to take public	Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. Ilive in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS IVE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW ,Kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more, you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-S bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorten route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point , and a large area that is below M st, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro. Economic Discrimination quite obvious on majority routes where customers heavily rely on services especially hospitals. This is metros way of increasing fares. Past projects waste of time, resources and money. As someone who doesn?t have a car in the city, and is not comfortable hiking, the metro rail and metro buses are my main means of transportation. The 96 is my most used bus line and removing it would have an immense impact on my weekly routines. I would take a fair increase any day over taking away routes! Also you may find that people are more likely to take publi	Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. Ilive in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS. IVE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW , Kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-5 bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorten route, like in NE. #7 47 may subsitute 52 in th SW. Without 74, Buzzard Point, and a large area that is below M st, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro. Economic Discrimination quite obvious on majority routes where customers heavily rely on services especially hospitals. This is metros way of increasing fares. Past projects waste of time, resources and money. As someone who doesn?t have a car in the city, and is not comfortable hiking, the metro rail and metro buses are my main means of transportation. The 96 is my most used bus line and removing it would have an immense impact on my weekly routines. I would take a fair increase any day over taking away routes! Also you may find that people are more likely to take public t	Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. Ilive in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS. I/VE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW , Kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more, you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-S bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorten route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point , and a large area that is below M st, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro. Economic Discrimination quite obvious on majority routes where customers heavily rely on services especially hospitals. This is metros way of increasing fares. Past projects waste of time, resources and money. As someone who doesn?t have a car in the city, and is not comfortable hiking, the metro rail and metro buses are my main means of transportation. The 96 is my most used bus line and removing it would have an immense impact on my weekly reported on the apps1 I find most of my peers frustrations with taking buses are largely the lack of reliability rather than price	Bus Service Bus Se
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. Ilive in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS IYVE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW , Kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-5 bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorten route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point , and a large area that is below Mst, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro. As someone who doesn?t have a car in the city, and is not comfortable hiking, the metro rail and metro buses are my main means of transportation. The 96 is my most used bus line and removing it would have an immense impact on my weekly routines. I would take a fair increase any day over taking away routes! Also you may find that people are more likely to take public transportation if the bus lines were more regulated and/or more accurately reported on the apps! I find most of my peers frustrations with taking buses are largely the lack of reliability rather than price!	Bus Service
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. Ilive in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS IVYE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety Is bad, very few people would go out Eliminate free bus ride like the Wharf SW , Kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-S bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorten route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point , and a large area that is below M st, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro. Economic Discrimination quite obvious on majority routes where customers heavily rely on services especially hospitals. This is metros way of increasing fares. Past projects waste of time, resources and money. As someone who doesn?t have a car in the city, and is not comfortable hiking, the metro rail and metro buses are my main means of transportation. The 96 is my most used bus line and removing it would have an immense impact on my weekly routines. I would take a fair increase any day over taking away routes! Also you may find that people are more likely to take publ	Bus Service Fares/Fees/Parking Fares/Fees/Parking
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. Ilive in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS IVE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW ,Kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-S bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorten route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point , and a large area that is below M st, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro. Economic Discrimination quite obvious on majority routes where customers heavily rely on services especially hospitals. This is metros way of increasing fares. Past projects waste of time, resources and money. As someone who doesn?t have a car in the city, and is not comfortable hiking, the metro rail and metro buses are my main means of transportation. The 96 is my most used bus line and removing it would have an immense impact on my weekly routines. I would take a fair increase any day over taking away routes! Also you may find that people are more likely to take public	Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Se
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. Ilive in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUSIVE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW ,Kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-5 bound road between 12 st and South Capital streer. P6 always have more passengers . For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorten route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point , and a large area that is below M st, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro. Economic Discrimination quite obvious on majority routes where customers heavily rely on services especially hospitals. This is metros way of increasing fares. Past projects waste of time, resources and money. As someone who doesn? thave a car in the city, and is not comfortable hiking, the metro rail and metro buses are my main means of transportation. The 96 is my most used bus line and removing it would have an immense impact on my weekly routines. I would take a fair increase any day over taking away routes! Also you may find that people are more likely to take public	Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Fares/Fees/Parking Bus Service B
keep the trains running - the more and more frequency will add more riders!! The 96 is the only bus that connects the east side of the city with nw dc. Ilive in Woodleypark and use it all the time to go to Adam?s Morgan, u st, and Shaw. I also go to the national cathedral regularly and need the bus to get there since there is no metro up there. I and many others I know would be seriously inconvenienced if the 96 were cut INSTEAD OF CUTTING SERVICE, IMPLEMENT A PLAN TO ENSURE CUSTOMERS PAY WHEN TAKING THE BUS. I/VE SEEN PEOPLE JUST WALK ON THE BUS AND NOT PAY DAILY!! Please keep T2 route too many circulator bus routes, and they are low fare Many bus routes serve late nights, unnecessary, DC safety is bad, very few people would go out Eliminate free bus ride like the Wharf SW, Kennedy center anf Foggy Bottom. Increase fare rather than eliminate some bus routes. Pay more,you can still have the service, eliminate means no service at all P6 vs #52 (SW area) P6 runs through more residential area than 52 4th st SW is the central N-S bound road between 12 st and South Capital streer. P6 always have more passengers. For P6, I suggest keep P6, but cut night service, merge stops, adjust frequency shorten route, like in NE. #74 74 may subsitute 52 in th SW. Without 74, Buzzard Point, and a large area that is below M st, has no service at all, that is unfair, there is quite a lot of residential buildings. Also quite far from Metro. Economic Discrimination quite obvious on majority routes where customers heavily rely on services especially hospitals. This is metros way of increasing fares. Past projects waste of time, resources and money. As someone who doesn?t have a car in the city, and is not comfortable hiking, the metro rail and metro buses are my main means of transportation. The 96 is my most used bus line and removing it would have an immense impact on my weekly routines. I would take a fair increase any day over taking away routes l Also you may find that people are more likely to take public	Bus Service Bus Se

Commont	Calendaria
Comment None of these routes should be cancel people need them.	Category Bus Service
I am against and reduced access to T2 because it would negatively effect many people who depend on	
T2 for their work	Bus Service
I've been 100% reliant on the D6 while I've been pregnant. The proposed complete cut of D6 route is	
very disappointing. When combined with other proposed cuts of the 96 and X8 means that there will	
be no east-west bus routes on Capital Hill at all. The proposed elimination will lead to a lot less use of public transportation overall in the area - the main viable alternative would be a car, not Metrorail.	Bus Service
Why don?t you collect lost fares from turnstile jumpers? Metro should be cheaper so more people will	
use it	Fares/Fees/Parking
You should NOT be shuttering services or increasing prices! Federal government is forcing workers back	
into the office, meaning more ridership. Why would you then shoot everyone in the foot by shuttering	
services and extending wait times? People would be late everyday! You need to extend the yellow line to ft totten because the stop at mt vernon has been nothing but a headache! Green line stays woth	
long wait times as a result! And onto shutting down the R1? are you crazy?! Have you seen the rush	
hour queue for those bus routes outside of ft totten? the R1/R2 lines are two of the most popular bus	
routes and serves low wage workers? don?t be classist. Why would you cut the line and NOT increase	
the frequency of R2? It should be coming every 10 minutes already, it?s infrequent as it is. Stop	
punishing those who rely on metro services the most. PLEASE do not touch the L2. You've already eliminated the ability to bus downtown via your 42/3	Bus Service
changes. I am a loyal bus rider who is devastated about these proposed changes. I need the L2 and am	
also opposed to the changes on S2, Ns, 30s, and 96. Thanks.	Bus Service
If fares increase, will there be a student metro card (broader than U-PASS) deal to keep prices low for	
young people with limited funds? Further, closing the trains at 10 pm will likely lead to increased	
driving under the influence (drunk driving) from people trying to leave the city that could otherwise metro home.	Fares/Fees/Parking
It is totally unacceptable as we face the challenges of climate change to abandon, reduce, and make	n arcan coan arcing
less equitable our transit system. We should be doing the opposite.	Miscellaneous
Myself and my neighbors count on the P6 and G8 for traveling to work, church, and for leisure on both	
weekdays and weekends. These routes need to continue.	Bus Service
Metro service has been great in 2023 - both in frequency of service and reductions in fare prices. I hate to see that both of those things would be reversed. The proposed service cuts and fare increases would	
be passed directly onto riders. With regional rush hour traffic the way it is and incredibly high parking	
prices at your destination, many of us have no other feasible or cost-effective options to get to work or	
school every day. We will be forced to absorb the service cuts and increased fares with little recourse.	Bus Service
We finally got the Mitu 7000 series back, and it would be a shame to reduce frequency. But we need	
more 8-car trains during rush hour on Blue and Silver lines (the 6-car trains are jammed). Could you trade frequency with car length?	Bus Service
Important to keep public transportation system working in this area	Miscellaneous
Reducing the M buses would negatively impact the students at Jackson Reed HS. Eliminating the N2,N4	
and N6 buses on weekends would shut off access from the far NW neighborhoods to downtown which	
would be a hardship.	Bus Service
So you will eliminate routes north of 212 powder mill road. Is MTA going to add additional coverage? Please do NOT close any metro rail stations in Prince George?s County. So many residents myself	Bus Service
included rely upon them. I would endure a price hike before closing any stations that are greatly	Rail Service
I think that it is ridiculous that Metro is facing this budget shortfall and the proposals here are	
antithetical to the entire 'Better Bus' project. If a road is underutilized, you don't just shut it down with	
no alternatives! DC is a growing metropolitan area and that NEEDS good transit, even better than what	
we have today. We need more funding, not less. 15-20 minute frequencies on the metro are unacceptable in ANY city, especially one as dense as DC (compared to other American cities) and buses	
are the capillaries to your arteries. It is insane to me that all this is happening.	Operating Budget, Management and Spending
This is unfathomable. Eliminating the T2 route would have a devastating impact on many workers I?m	
associated with. There has to be a better way to manage your operations than being forced to choose	
between rate hikes and eliminating service. Please don?t be timid about hiking rates if that is the only	
option. Hopefully employers will hike wages commensurate with employees? cost increases for things like this so that they won?t get squeezed any further. I know we will. Preventing people from getting to	
their jobs because you eliminate routes is not the solution. Being a direct cause of people being out of	
work is not the answer. Raising rates every time we have a little inflation is not the answer. But I?d	
rather have a job and be poorer than have no job at all. Focus on your long term strategy and what you	
can control, be really smart and make good choices. Maybe then you'll find that you are better	
managed and can keep price hikes in check. I know it?s not easy, it?s not supposed to be - you?re management and that?s a privilege, not an entitlement. No get to it and keep the T2 route please!	Operating Budget, Management and Spending
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital	Operating budget, management and operating
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
is the only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2	
Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Additionally, I would most like to see fares ENFORCED.	
Every time I take the metro, people are hopping the turnstiles. It's frustrating to be charged more when	
so many are avoiding fares while WMATA staff look on and do nothing.	Bus Service
Taking the T2 is my only transportation for doctors appointments and was my only life line to be able	
to visit my husband at rehab or hospital. I could not go if called on jury duty to Rockville either. Would	
be so severely impacted I have no idea how I could make it. Please do not make service cuts.	Bus Service Bus Service
Hi We have several members and staff that use T2 metro bus service to reach Congressional Country	
Club in Bethesda, MD. If you eliminate T2 bus, this will impact livelihood of several staff members. I	
would request you to keep this service in operation. If there is budgetary shortfall, please consider	
increasing fare by short amount but keep the bus running. Thank you.	Operating Budget, Management and Spending Miscellaneous
Rates are already too high as up again Need to get more public funding! Less war, more transportation	Capital Budget
T2 is a route that provides service to a lot of people that work on Potomac Village Center and nearby	
neighborhoods	Bus Service
Please keep T2 Maryland running. It is our lifeline	Bus Service
T2 is important	Bus Service Operating Rudget Management and Spending
No matter the budget it must be spent responsibility. Every decision should have a cost benefit factor. Many passengers are not paying by jumping fare gates when exiting metro. This seems to have	Operating Budget, Management and Spending
increased post pandemic. Payment needs to be better enforced at all stations	Fares/Fees/Parking
We are relying on T2 everyday! Please do not remove it.	Bus Service
There must be tougher enforcement of metro rail And metro bus fare evasion. The DC area has a crisis	
with gridlock?metrobus and metro rail must be promoted. Too many people simply choose not to ride.	Ruc Service
Service cuts are not the way to fix this problem. Safety is also important No matter the budget it must be spent responsibility. Every decision should have a cost benefit factor	Bus Service Operating Budget, Management and Spending

Comment	Category
If the 16Y is eliminated, I don't know how I will get to work. Any other option is much slower and more expensive.	Miscellaneous
I live in NE in the North Michigan Park neighborhood. My 2 children attend two different DCPS high	
schools on the far side of NW (School Without Walls & Duke Ellington). I am also an elementary school	
teacher and I often take the red line to and from work. We are not able to drive them to or from	
school. They are involved in weekend and evening activities. Therefore there are 3 riders that often use the Red Line and the G8 or the R4 six or seven days a week (into the evening hours). The Red Line has	
service shut downs (or emergency shutdowns) quite frequently. We also live near South Dakota Ave,	
right next to the E2 bus stop. We use this to take us back and forth to the Green line at Fort Totten.	
(My husband is a charter school teacher in Petworth and he also uses this route to and from work). The	
proposed changes to the red line, green line, orange/blue/silver lines AND possibly shutting down or	
changing schedules for the D2, D4, 31, 33, E2, G8, and R4 bus schedules would GREATLY affect how ALL members of our 4 person family get to and from school/work on a daily basis!!! I can't even imagine	
how our 1 car family would manage without these services.	Bus Service
Enforce the fare charge. Stop, all of the people hopping the gate. This might not add up to \$750 mil.	bus service
but it will help.	Fares/Fees/Parking
I rely on the T2 Merto bus to get to work every day by canceling the route you?re not supporting the	
communities that rely heavily on it to make a living. Like me, it?s my only way of getting to work I can?t	
afford a car and Uber is too expensive for me. The last option is to walk to work but I work late evening and walking home from work in the dark is not safe for me given the fact that some of the streets	
don?t have sidewalks	Bus Service
It is important that the service continue like this or improve so that people get to use the system. We	
want more people to use the system and experience has to be good for ESO.	Service Levels
I ride the bus or metrorail every day. I cannot afford a fare increase, nor can I afford to be late to work	
trying to figure out how to get downtown on the bus, which is the more affordable option for me. How	
could you possibly consider eliminating the L2 bus service between Woodley Park and Dupont Circle/Farragut North when most of the people using that bus get on or off at stops between those two	
destinations. Have any of you ever ridden the bus between those points on a weekday to witness this?	
This is craziness! Please get better in touch with your ridership patterns before proposing such	
ridiculous changes!	Bus Service
Although I haven't used these services, especially Metrobus in the past 30 days, I am a senior who relies	
on their availability, especially in future when I can no longer drive. You are proposing eliminating the	
R12 service which is the bus I take most often. Even now wait times on bus routes have caused me to rethink taking Metro and you are proposing making that even worse. I also rely on Metrorail to get into	
the District.	Bus Service
That they are stricter to collect the bond to put another collection method when boarding the bus	Bus Service
N service between Dupont and Friendship Heights are the only bus service available to elderly, kids and	
people with disabilities in the Wesley Heights Neighborhood. To eliminate N service along with D2	
service leaves only 30+ bus service which requires a 15 minute hike up a steep hill. I use N service	
regularly during the week and on weekends to commute downtown and to Friendship Heights for business and shopping.	Bus Service
That are stricter with the collection of the bus or you put another method of collection of the bus ok	Bus Service
DC Mayor should take money out of MPD and cover metro budget. People going to and from work,	
school and activities keeps people occupied and able to meet their needs.	Operating Budget, Management and Spending
The MD T2 bus is the ONLY public transportation option for Carderock Springs! In light of the Counties	
efforts for reducing car traffic and encourage people to take the bus this is our lifeline and should not be eliminated. It is used by commuters, teens, household helpers and people who can not drive, for	
medical reasons or because they do nit have access to a car. The only other option then is taxies and	
Ubers, which is cost prohibitive for some households.	Bus Service
The T2 gets so many people to work. It?s the only bus that goes that way.	Bus Service
There is no other option but Uber if you take metro bus away. That is way more expensive than a fare	
hike. My do who take T2 all the time since he doesn?t drive. It?s a lifeline for him. The T2 is the only service to the Metro from my area. It is used extensively by employees working on	Bus Service
our area. It is critical to be kept even though I have to walk almost a mile to get to it.	Bus Service
DO NOT ELIMINATE T2!	Bus Service
I witness folks waiting for the T2 bus everyday and eliminating that route would cause significant	
disruption of their lives. There are no other public transit options up River Rd to Potomac. Please keep	
T2! T3 Pouto is your percent as it provides consists to workers and placeure travelers in Petherda	Bus Service
T2 Route is very necessary as it provides service to workers and pleasure travelers in Bethesda, Potomac and Rockville. There is no alternative public transit in that area.	Bus Service
T2; it s a lifeline for Potomac residents to DC Without it, many many more people would need to drive.	
Many people who take T2 can't afford their own means of transportation	Bus Service
Please do not limit access to the Metro! I think that'd lead to a potentially irrecoverable spiral of lost	
ridership and it'd be a shame to lose such an important system of transportation in this city. I use the	
Metro everyday, it's my main source of transportation and one of the more significant reasons I moved to DC. Public transportation is so important for access and the environment!	Rail Service
I work full time for a 24/7/365 Country Club in Potomac Maryland (10 minutes via T2 from Friendship	
Heights) that I will leave unnamed. Over 400 people are employed here and 1,000s if you include the	
other Platinum Clubs within a few mile vicinity. At least 25% of my fellow team members count on the	
T2 Bus Route (as well as several other listed) as their primary means of transport to work. I'm talking	
about people supporting their families paycheck to paycheck, who may not have the credit or savings	
to afford a car. I know for a fact this motion to terminate these routes would not only jeopardize the livelihoods of MY coworkers; but that of many, many others in the surrounding regions. These are	
honest, hard working, tax paying members of society. They should NOT be obligated to pay half of their	
net daily income in order to get to and from work. On behalf of my Team Mates, and everyone I know;	
this is an egregious example of how daily life gets more and more expensive the lower you go on the	
socioeconomic ladder. Please DO NOT cut these services. They are necessities for the many who use	
them, they truly deserve better. Thank you for your time.	Bus Service
You do not increase revenue by making your service crappier. That's not going to solve your budget problem. If you want more revenue, make metro better more reliable. Everyone you close stations for	
long periods of time you kill demand. If i can not rely on wmata then i must find alt transportation	
same with price. Increasing price does not increase revenue if it lowers demand. This is Econ 101.	Operating Budget, Management and Spending
T2 route is very important for the neighborhood as it is the main connection between carderock springs	
and the metro, which is used by many residents.	Bus Service
I am opposed to eliminating the T2. It is a longstanding and vital necessity for many people who are	Bus Service
employed along its corridor. They would not be able to have an affordable means to get to work. Please don't cut the T2 bus to DC in Potomac. Important to people who work in MD.	Bus Service Bus Service
Seriously do not like the proposals	Miscellaneous
That the meters work at how they are still doing it still in the holidays	Miscellaneous

Comment	Category
There is no reason that fares would need to increase OR for us to have service cuts. Add more to the	
budget. You are choking out a service that is necessary for so many working taxpayers in the DMV. This	
is shameful.	Operating Budget, Management and Spending
Hello Metro team, I live in Van Ness and work near Gallery Place and take metro-rail most days in order	
to commute to and from work. Occasionally I will commute by car but it takes much longer than the metro due to the traffic downtown. Decreasing the frequency of service, especially during rush hour	
will further exacerbate this problem. For me, having reliable service on the red line is imperative to me	
getting around the DMV. I also support increasing the late-night train service. I like to take the L2 bus	
home from a night out in Dupont/AdMo back to Van Ness rather than have to pay and wait for ride-	
share, but I prefer the train. As the ride home can often be the majority of the cost of a night out,	
having this late night service would make it easier to support these businesses in different	
neighborhoods. But I will concede that the trains and busses tend to be less busy at that time than	
during rush-hour, which seems like more of a priority.	Bus Service
We are trying to reduce carbon emissions. Public transportation is key. We are an ageing population	
and public transportation keeps older drivers off the road. Plus, it keeps seniors walking and being with	
all ages of people on a bus. All good.	Bus Service
Please do not cut the bus service going from River rd to Potomac.	Bus Service
Closing metros in largo or decreasing lines that service this community will be detrimental to our ability	
to get to and from work/school and other locations	Bus Service
The T2 metrobus is the only bus line that serves my neighborhood (Carderock springs) and many other	
apartment towers along River road and neighborhoods. I rely on it and it has allowed me to avoid	
buying a second family car to get to my job near capitol hill in DC. It is busy during commuting hours	
with a diverse clientele. I often tell friends and family that it is one of the municipal services I am most	
proud of (in addition to the metro). It would be truly life changing were the route to be eliminated and	
would lead to more cars on the road, less sense of community, and would disadvantage those with the	
least among us.	Bus Service
Several adults with disabilities in our area use this transportation as critical to their independence.	Miscellaneous
Cuts to service frequency and station closures are only going to make Metros budget woes worse.	Operating Budget, Management and Spending
These proposals are very inequitable and would adversely impact those that cannot afford to own	
private vehicles or are unable to drive themselves and must rely on public transport.	Miscellaneous
The money is there. We just need decision makers in public service to live in public and value public	
transportation.	Service Levels
We need metro rail and metro bus to be frequent, reliable, and consistent so that people can	
confidently live car free in the District and surrounding areas. It is more important to maintain regular	
and reliable service even if that requires increased fares. It will still be a lot cheaper than	
uber/taxi/personal car as long as the public transit service is frequent and reliable. Focus on better and	
more frequent service as a higher priority than lower fares.	Bus Service
Raise weekend fare first. Keep it open later. But it is \$50-60 USD to get an uber from U Street to	
Huntington. Often times I have to wait over an hour for an Uber to even accept. You can raise weekend	
late night fare considerably more (keep it same as day rate), I don't see that it actually impacts people's	
decisions.	Fares/Fees/Parking
Please start fining or arresting people who do not pay the ride the metro by jumping the gates. It?s not	
fair to others who are paying full price	Fare Evasion/Safety/Crime
We rely on the T2 bus along River Road to get us to the metro from our neighborhood, which is far	
from the metro station. Our teen uses it to get to downtown Bethesda. And my husband uses it to	
commute to work in DC. Without the T2, we would no longer have reasonable access to the metro	
system or to any public transportation.	Bus Service
Increase in fares is far far preferable to decreasing service. Less frequent trains will be a disaster for	
commuters. For our family, we would buy another car for commuting rather than wait 15-20 minutes for the next train. For those who make connections with a second line to travel to work, this would	
	Earos/Eaos/Parking
make using metro impossible due to possibly adding 30+ minutes each way if trains are just missed. T2 changes would affect me and my entire neighborhood and all the service people who use the bus to	Fares/Fees/Parking
get to the neighborhood. I am opposed to eliminating T2	Bus Service
The D31 bus serves Alice Deal Middle School and Jackson-Reed High School students who live east of	
Rock Creek Park. This is the only direct bus route available to get these students to and from school.	
The M4 line is a back-up option that gets students from these schools close to Oregon Ave NW at Wise	
Rd NW, where they can be picked up by those of us living east of the Park. Elimination of either of	
these lines - especially D31 - is devastating and will have huge negative ramifications.	Bus Service
T2 on River Road is essential to Carderock Springs neighborhood. Metro is much more environmentally	
friendly than single driver vehicles and needs to somehow be encouraged and socialized versus	Rail Service
Metro services are absolutely essential to this area. I believe Metro and the DMV governments should	
be doing everything they can to increase utilization of these services as traffic and DUI driving is an	
extreme problem that Metro can easily address. I am very concerned the proposed changes will	
decrease metro usage and have negative side effects for many, not just those who use the services	
directly. The counties are also rezoning and building lots of communities at metro stops, but then are	
not supporting the access of metro services for these residents which is completely wrong. Also, metro	
police needs adequate funding as security is a serious issue that needs addressed.	Fare Evasion/Safety/Crime
Your survey leaves out questions about the T2 route!	Miscellaneous
You can?t cut buses that 6th graders take to school. They are too young to take the bus or bus rail	
combos that would be required to replace them. Just silly.	Bus Service
I would not choose Metro if you are increasing the fare WHILE cutting down on service, for example,	
with making folks wait 20 minutes on the Blue line on weekends. At that rate I?d just get an ebike and	
bike around or even drive. You would lose so many customers on the blue line this way?	Fares/Fees/Parking
I'm just outside the Beltway and my concern is with the T2 bus which services communities with service	
workers required to be at assisted living facilities as well as on bus routes to churches, schools, etc.	Pur Carrier
There is no metro rail service here.	Bus Service
Many people rely on public transportation to travel to/from work or to see a loved one. My preference would be to preserve reliable and efficient service for commuting (rush hour), with less	Miscellaneous
frequent service or route elimination for other purposes.	Bus Service
There are several media articles dating back to 2022 stating DC Metro bus fares are free to follow suit	
regarding other major cities in America. Yet here we are in 2024 and bus fares are Not free. This is very	
upsetting. I depend on the DC metro for my transportation and I am poverty stricken as are 75% + of	
DC residents. My suggestion is to give qualifying residents free bus fare who fall under the guidelines of	
EBT, Medicare & Medicaid	Bus Service
Cutting the D31 school bus routes denies public transportation to all the students in Shepherd Park and	
Colonial Village. This is unacceptable and discriminatory to the families that can't drive their children to	
school every morning.	Bus Service
By cutting proposed routes, you are impacting people?s accessibility to work, food, and social	
connections. I would hope that there is another solution, such as rate hikes. This is about a huge	
	Bus Service
impact on people?s quality of life.	bus service

Comment Accessibility for low income and disabled people is already horrendous on the Metro system, despite	Category
Accessibility for low income and disabled people is already horrendous on the Metro system, despite what it advertises nationally. These service cuts would make what is already a system so disastrous I	
would not use it except that I literally have no other option, exponentially worse. Please, please find	
the money, or disabled people will not be able to exist independently in this city anymore.	Bus Service
D31 and M4 are relied upon by students in the Shepherd Park neighborhood to get to Deal and Jackson-	
Reed, please keep these routes at least during prime before and after school hours. Thank you! Tap into tolls and parking fees in the DMV to increase revenue. Toll all road during rush hours into	Bus Service
business centers, use the revenue to fund WMATA	Bus Service
Metro should prioritize any bus route reductions or eliminations in higher income areas where people,	
like me, can afford to drive and park at the rail stations. I also think that Metro should prioritize raising	
fares over service cuts because the more service is cut the less likely people are to ride metro, and then	
it becomes a never ending cycle of lost revenue and further service cuts. I also would note that	
regarding bus routes I WOULD take a bus if it ran more frequently and was a closer walk. For me, taking the T2 entails crossing a busy street without a light or stop sign (Seven Locks) and then waiting at a long	
light to cross River Road. Given that the bus also does not run frequently, that is too difficult for me.	
But I wish it was more feasible to take a bus to the metro and not use my car!	Bus Service
I am appalled at the amount of routes that are proposed for cuts. This mostly affects the lower-income	
population, who have to rely on several buses and metro combinations to get to and from work and take kids to doctor's appointments, schools, etc. People who work hard and cannot afford to own a car	
or call an Uber. Our housekeeper, for example, comes all the way from Seven Corners, VA to Carderock	
Springs, MD, by a combination of bus-metro-bus that is already inefficient and takes her more than an	
hour. She takes the T2 bus in Maryland, which still forces her to walk almost a mile to get to our home.	
She won't be able to come any longer if the T2 is discontinued. The MD T@ is the only option for	
residents of Carderock Springs to use public transportation, even after a long walk. The metro-bus	
connections in the suburbs of Maryland, for example, are already quite poor when compared with services in all other developed countries, including many developing countries as well. We need an	
	Bus Service
Please do not discontinue the T2 service. It's a lifeline for so many people to get to work, to grocery	
stores, to enable independence. Consider the elderly portion of our community that can not safely	
drive, or the disabled which are incapable of driving, even the people that are unable to afford the	
expenses of car insurance, maintenance, gas and all the associated costs that come with car ownership. The lower montgomery county area is already unserved, please keep this route.	Bus Service
The D31 is used daily by my neighbors to get to school and should not be cut at all.	Bus Service Bus Service
for people who rely on the metro regularly, the service cuts and fare increase are going to be a huge	
quality of life decrease. for people who would only use the metro infrequently, both of these things	
also lean them away from using the metro and if they have other alternatives and will result in a spiral	
of less funding for the metro system. regular service and reasonably priced metro fares are crucial for	
encouraging people to use more public transportation. if metro fares are the same (or more expensive)	
than parking and also ends at 10pm, people cannot rely on the system as a safe alternative for getting around.	Bus Service
I take the T2 and L8 to/from work almost everyday including the weekends. There?s a lot of people	bus service
along River Road (T2) that rely on these services because the businesses or residential they work for are	
along River Road. Cutting these routes will make people have to quit their jobs to find another one	
more closer but most likely it?ll be a lower paying job. Metro already reduced the hour of operation for	
the T2 during COVID and now Metro wants to eliminate the route? Metro?s big shots and the	
government need to put themselves into our shoes. There would be no need for a fare increase if you could stop fare jumpers. 500 people a day at the	Bus Service
metro station I use most? Seems like I am already paying for them with my use of the Metro. Why	
should I have to pay for their free rides? They may be forced to pay their share. I heard parents use	
their child's Metro fare cards, which leave the children no choice but to evade fares. Clamp down on	
that happening. Make Metro free for DC residents. We are not a state that can fund ridership with	
state taxes. Do more to stop smoking of all kinds, including vapes, and loud music. Do more to promote	
civility and courtesy. Thank you. This is a false dichotomy. The metrorail is a public service that needs to be treated as such. I want to	Fares/Fees/Parking
ride it more, but the price and schedule have made it both unreliable and expensive. This is making it	
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that	
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I?m personally responsible for paying higher fares to keep	
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I?m personally responsible for paying higher fares to keep this thing running.	Fares/Fees/Parking
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I?m personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people	
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I?m personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people	Fares/Fees/Parking Bus Service
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I?m personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it. The metro services can give a good deal on the monthly bus and metro rail passes to encourage the citizens and other people to grab the offer and also not taking a critical hit to the wmata's budget.	
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I?m personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it. The metro services can give a good deal on the monthly bus and metro rail passes to encourage the citizens and other people to grab the offer and also not taking a critical hit to the wmata's budget. Since DC does not provide school buses, the D31 is the only way for my children to get to and from	Bus Service
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I?m personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it. The metro services can give a good deal on the monthly bus and metro rail passes to encourage the citizens and other people to grab the offer and also not taking a critical hit to the wmata's budget. Since DC does not provide school buses, the D31 is the only way for my children to get to and from their middle and high schools (Deal Middle and Jackson Reed High School). We are zoned for these	Bus Service
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I?m personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it. The metro services can give a good deal on the monthly bus and metro rail passes to encourage the citizens and other people to grab the offer and also not taking a critical hit to the wmata's budget. Since DC does not provide school buses, the D31 is the only way for my children to get to and from their middle and high schools (Deal Middle and Jackson Reed High School). We are zoned for these schools and live on the east side of Rock Creek Park, and this is the only transportation that get our	Bus Service
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I?m personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it. The metro services can give a good deal on the monthly bus and metro rail passes to encourage the citizens and other people to grab the offer and also not taking a critical hit to the wmata's budget. Since DC does not provide school buses, the D31 is the only way for my children to get to and from their middle and high schools (Deal Middle and Jackson Reed High School). We are zoned for these schools and live on the east side of Rock Creek Park, and this is the only transportation that get our children to and from school. Cancelling the D31 would be catastrophic for everyone zoned for those	Bus Service Operating Budget, Management and Spending
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I?m personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it. The metro services can give a good deal on the monthly bus and metro rail passes to encourage the citizens and other people to grab the offer and also not taking a critical hit to the wmata's budget. Since DC does not provide school buses, the D31 is the only way for my children to get to and from their middle and high schools (Deal Middle and Jackson Reed High School). We are zoned for these schools and live on the east side of Rock Creek Park, and this is the only transportation that get our	Bus Service
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I?m personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it. The metro services can give a good deal on the monthly bus and metro rail passes to encourage the citizens and other people to grab the offer and also not taking a critical hit to the wmata's budget. Since DC does not provide school buses, the D31 is the only way for my children to get to and from their middle and high schools (Deal Middle and Jackson Reed High School). We are zoned for these schools and live on the east side of Rock Creek Park, and this is the only transportation that get our children to and from school. Cancelling the D31 would be catastrophic for everyone zoned for those schools who lives east of the park.	Bus Service Bus Service Bus Service
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I?m personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it. The metro services can give a good deal on the monthly bus and metro rail passes to encourage the citizens and other people to grab the offer and also not taking a critical hit to the wmata's budget. Since DC does not provide school buses, the D31 is the only way for my children to get to and from their middle and high schools (Deal Middle and Jackson Reed High School). We are zoned for these schools and live on the east side of Rock Creek Park, and this is the only transportation that get our children to and from school. Cancelling the D31 would be catastrophic for everyone zoned for those schools who lives east of the park. The cuts seem to always disproportionately affect residents in Prince George?s County, cutting off many communities from access to metro rail via metro bus. The proposed cuts would make many in my community have to walk over a mile to catch the next available bus, which would also suffer from	Bus Service Bus Service Bus Service
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I?m personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it. The metro services can give a good deal on the monthly bus and metro rail passes to encourage the citizens and other people to grab the offer and also not taking a critical hit to the wmata's budget. Since DC does not provide school buses, the D31 is the only way for my children to get to and from their middle and high schools (Deal Middle and Jackson Reed High School). We are zoned for these schools and live on the east side of Rock Creek Park, and this is the only transportation that get our children to and from school. Cancelling the D31 would be catastrophic for everyone zoned for those schools who lives east of the park. The cuts seem to always disproportionately affect residents in Prince George?s County, cutting off many community have to walk over a mile to catch the next available bus, which would also suffer from service reductions. Ridership will fall off for many workers who have the ability to drive to work. This	Bus Service Bus Service Bus Service
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I?m personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it. The metro services can give a good deal on the monthly bus and metro rail passes to encourage the citizens and other people to grab the offer and also not taking a critical hit to the wmata's budget. Since DC does not provide school buses, the D31 is the only way for my children to get to and from their middle and high schools (Deal Middle and Jackson Reed High School). We are zoned for these schools and live on the east side of Rock Creek Park, and this is the only transportation that get our children to and from school. Cancelling the D31 would be catastrophic for everyone zoned for those schools who lives east of the park. The cuts seem to always disproportionately affect residents in Prince George?s County, cutting off many community have to walk over a mile to catch the next available bus, which would also suffer from service. This will cause a never ending cycle of cuts and rate increases. It seems that the final result will be to	Bus Service Bus Service Bus Service
worse and more expensive. IPm more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like IPm personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it. The metro services can give a good deal on the monthly bus and metro rail passes to encourage the citizens and other people to grab the offer and also not taking a critical hit to the wmata's budget. Since DC does not provide school buses, the D31 is the only way for my children to get to and from their middle and high schools (Deal Middle and Jackson Reed High School). We are zoned for these schools and live on the east side of Rock Creek Park, and this is the only transportation that get our children to and from school. Cancelling the D31 would be catastrophic for everyone zoned for these schools who lives east of the park. The cuts seem to always disproportionately affect residents in Prince George's County, cutting off many communities from access to metro rail via metro bus. The proposed cuts would make many in my community have to walk over a mile to catch the next available bus, which would also suffer from service reductions. Ridership will fall off for many workers who have the ability to drive to work. This will cause a never ending cycle of cuts and rate increases. It seems that the final result will be to drastically reduce services in Prince George?s County. Service has increasingly gotten worse in the	Bus Service Bus Service Bus Service
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I?m personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it. The metro services can give a good deal on the monthly bus and metro rail passes to encourage the citizens and other people to grab the offer and also not taking a critical hit to the wmata's budget. Since DC does not provide school buses, the D31 is the only way for my children to get to and from their middle and high schools (Deal Middle and Jackson Reed High School). We are zoned for these schools and live on the east side of Rock Creek Park, and this is the only transportation that get our children to and from school. Cancelling the D31 would be catastrophic for everyone zoned for those schools who lives east of the park. The cuts seem to always disproportionately affect residents in Prince George?s County, cutting off many community have to walk over a mile to catch the next available bus, which would also suffer from service. This will cause a never ending cycle of cuts and rate increases. It seems that the final result will be to	Bus Service Bus Service Bus Service
worse and more expensive. IPm more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like IPm personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it. The metro services can give a good deal on the monthly bus and metro rail passes to encourage the citizens and other people to grab the offer and also not taking a critical hit to the wmata's budget. Since DC does not provide school buses, the D31 is the only way for my children to get to and from their middle and high schools (Deal Middle and Jackson Reed High School). We are zoned for these schools and live on the east side of Rock Creek Park, and this is the only transportation that get our children to and from school. Cancelling the D31 would be catastrophic for everyone zoned for those schools who lives east of the park. The cuts seem to always disproportionately affect residents in Prince George?s County, cutting off many communities from access to metro rail via metro bus. The proposed cuts would make many in my community have to walk over a mile to catch the next available bus, which would also suffer from service reductions. Ridership will fall off for many workers who have the ability to drive to work. This will cause a never ending cycle of cuts and rate increases. It seems that the final result will be to drastically reduce services in Prince George?s County. Service has increasingly gotten worse in the county over the last 20 years in some neighborhoods. At this point, the county needs to invest more into providing bus lines for their citizens. Metrobus can not be dependent upon to get people in Prince George's county from point at to b.	Bus Service Bus Service Bus Service
worse and more expensive. IPm more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like IPm personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it. The metro services can give a good deal on the monthly bus and metro rail passes to encourage the citizens and other people to grab the offer and also not taking a critical hit to the wmata's budget. Since DC does not provide school buses, the D31 is the only way for my children to get to and from their middle and high schools (Deal Middle and Jackson Reed High School). We are zoned for these schools and live on the east side of Rock Creek Park, and this is the only transportation that get our children to and from school. Cancelling the D31 would be catastrophic for everyone zoned for those schools who lives east of the park. The cuts seem to always disproportionately affect residents in Prince George?s County, cutting off many communities from access to metror rail via metro bus. The proposed cuts would make many in my communities from access to metror rail via metro bus. The proposed cuts would make many in my communities from screet roit cuts and rate increases. It seems that the final result will be to drastically reduce services in Prince George?s County. Service has increasingly gotten worse in the county over the last 20 years in some neighborhoods. At this point, the county needs to invest more into providing bus lines for their citizens. Metrobus can not be dependent upon to get people in Prince George?s county from point a to b. eliminating the Deal bus routes (D31 ect) creates a major problem for families within the Deal	Bus Service Bus Service Bus Service Bus Service
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I?m personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it. The metro services can give a good deal on the monthly bus and metro rail passes to encourage the citizens and other people to grab the offer and also not taking a critical hit to the wmata's budget. Since DC does not provide school buses, the D31 is the only way for my children to get to and from their middle and high schools (Deal Middle and Jackson Reed High School). We are zoned for these schools and live on the east side of Rock Creek Park, and this is the only transportation that get our children to and from school. Cancelling the D31 would be catastrophic for everyone zoned for those schools who lives east of the park. The cuts seem to always disproportionately affect residents in Prince George?s County, cutting off many community have to walk over a mile to catch the next available bus, which would also suffer from service reductions. Ridership will fall off for many workers who have the ability to drive to work. This will cause a never ending cycle of cuts and rate increases. It seems that the final result will be to drastically reduce services in Prince George?s County, Service has increasingly gotten worse in the county over the last 20 years in some neighborhoods. At this point, the county needs to invest more into providing bus lines for their citizens. Metrobus can not be dependent upon to get people in Prince George?s County from point a to b.	Bus Service Operating Budget, Management and Spending Bus Service
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I?m personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it. The metro services can give a good deal on the monthly bus and metro rail passes to encourage the citizens and other people to grab the offer and also not taking a critical hit to the wmata's budget. Since DC does not provide school buses, the D31 is the only way for my children to get to and from their middle and high schools (Deal Middle and Jackson Reed High School). We are zoned for these schools and live on the east side of Rock Creek Park, and this is the only transportation that get our children to and from school. Cancelling the D31 would be catastrophic for everyone zoned for those schools who lives east of the park. The cuts seem to always disproportionately affect residents in Prince George?s County, cutting off many communities from access to metro rail via metro bus. The proposed cuts would make many in my community have to walk over a mile to catch the next available bus, which would also suffer from service reductions. Ridership will fall off for many workers who have the ability to drive to work. This will cause a never ending cycle of cuts and rate increases. It seems that the final result will be to drastically reduce services in Prince George?S County. Service has increasingly gotten worse in the county over the last 20 years in some neighborhoods. At this point, the county needs to invest more into providing bus lines for their citizens. Metrobus can not be dependent upon to get people in Prince George?s county from point a to b. eliminating the Deal bus routes (D31 etc) creates a major problem for families within the Deal boundaries, especially those east of Rock Creek Park SECURITY. Planners need to address fare skippers. Build a system t	Bus Service Bus Service Bus Service Bus Service
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I?m personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it. The metro services can give a good deal on the monthly bus and metro rail passes to encourage the citizens and other people to grab the offer and also not taking a critical hit to the wmata's budget. Since DC does not provide school buses, the D31 is the only way for my children to get to and from their middle and high schools (Deal Middle and Jackson Reed High School). We are zoned for these schools and live on the east side of Rock Creek Park, and this is the only transportation that get our children to and from school. Cancelling the D31 would be catastrophic for everyone zoned for these schools who lives east of the park. The cuts seem to always disproportionately affect residents in Prince George?s County, cutting off many communities from access to metro rail via metro bus. The proposed cuts would make many in my community have to walk over a mile to catch the next available bus, which would also suffer from service reductions. Ridership will fall off for many workers who have the ability to drive to work. This will cause a never ending cycle of cuts and rate increases. It seems that the final result will be to drastically reduce services in Prince George?s County. Service has increasingly gotten worse in the county over the last 20 years in some neighborhoods. At this point, the county needs to invest more into providing bus lines for their citizens. Metrobus can not be dependent upon to get people in Prince George?s county from point a to b. eliminating the Deal bus routes (D31 etc) creates a major problem for families within the Deal boundaries, especially those east of Rock Creek Park	Bus Service Bus Service Bus Service Bus Service
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I?m personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it. The metro services can give a good deal on the monthly bus and metro rail passes to encourage the critizens and other people to grab the offer and also not taking a critical hit to the wmata's budget. Since DC does not provide school buses, the D31 is the only way for my children to get to and from their middle and high schools (Deal Middle and Jackson Reed High School). We are zoned for these schools and live on the east side of Rock Creek Park, and this is the only transportation that get our children to and from school. Cancelling the D31 would be catastrophic for everyone zoned for those schools who lives east of the park. The cuts seem to always disproportionately affect residents in Prince George?s County, cutting off many community have to walk over a mile to catch the next available bus, which would also suffer from service reductions. Ridership will fall off for many workers who have the ability to drive to work. This will cause a never ending cycle of cuts and rate increases. It seems that the final result will be to drastically reduce services in Prince George?s County. Service has increasingly gotten worse in the county over the last 20 years in some neighborhoods. At this point, the county needs to invest more into providing bus lines for their citizens. Metrobus can not be dependent upon to get people in Prince George?s county from point a to b. Secondary form point a to b. Secondary secondary form point a to b. Seco	Bus Service Bus Service Bus Service Bus Service
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I?m personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it. The metro services can give a good deal on the monthly bus and metro rail passes to encourage the citizens and other people to grab the offer and also not taking a critical hit to the wmata's budget. Since DC does not provide school buses, the D31 is the only way for my children to get to and from their middle and high schools (Deal Middle and Jackson Reed High School). We are zoned for these schools and live on the east side of Rock Creek Park, and this is the only transportation that get our children to and from school. Cancelling the D31 would be catastrophic for everyone zoned for these schools who lives east of the park. The cuts seem to always disproportionately affect residents in Prince George?s County, cutting off many communities from access to metro rail via metro bus. The proposed cuts would make many in my community have to walk over a mile to catch the next available bus, which would also suffer from service reductions. Ridership will fall off for many workers who have the ability to drive to work. This will cause a never ending cycle of cuts and rate increases. It seems that the final result will be to drastically reduce services in Prince George?s County. Service has increasingly gotten worse in the county over the last 20 years in some neighborhoods. At this point, the county needs to invest more into providing bus lines for their citizens. Metrobus can not be dependent upon to get people in Prince George?s county from point a to b. eliminating the Deal bus routes (D31 etc) creates a major problem for families within the Deal boundaries, especially those east of Rock Creek Park	Bus Service Bus Service Bus Service Bus Service
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I?m personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it. The metro services can give a good deal on the monthly bus and metro rail passes to encourage the citizens and other people to grab the offer and also not taking a critical hit to the wmata's budget. Since DC does not provide school buses, the D31 is the only way for my children to get to and from their middle and high schools (Deal Middle and Jackson Reed High School). We are zoned for these schools and live on the east side of Rock Creek Park, and this is the only transportation that get our children to and from school. Cancelling the D31 would be catastrophic for everyone zoned for these schools who lives east of the park. The cuts seem to always disproportionately affect residents in Prince George?s County, cutting off many communities from access to metror ail via metro bus. The proposed cuts would make many in my communities from access to metror ali via metro bus. The proposed cuts would make many in my communities from scruces in Prince George?s County. Service has increasingly gotten worse in the county over the last 20 years in some neighborhoods. At this point, the county needs to invest more into providing bus lines for their citizens. Metrobus can not be dependent upon to get people in Prince George?s county from point a to b. eliminating the Daal bus routes (D31 ecc) creates a major problem for families within the Deal boundaries, especially those east of Rock Creek Park SECURITY. Planners need to address fare skippers. Build a system to eliminate the possibility of people jumping the stalls and thus, putting revenue back in the cache of paid fares. If Metro would capture the appropriate fare from EACH rider, they could eliminate the need to tax	Bus Service Bus Service Bus Service Bus Service
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I?m personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it. The metro services can give a good deal on the monthly bus and metro rail passes to encourage the citizens and other people to grab the offer and also not taking a critical hit to the wmata's budget. Since DC does not provide school buses, the D31 is the only way for my children to get to and from their middle and high schools (Deal Middle and Jackson Reed High School). We are zoned for these schools and live on the east side of Rock Creek Park, and this is the only transportation that get our children to and from school. Cancelling the D31 would be catastrophic for everyone zoned for those schools who lives east of the park. The cuts seem to always disproportionately affect residents in Prince George?s County, cutting off many community have to walk over a mile to catch the next available bus, which would also suffer from service reductions. Ridership will fall off for many workers who have the ability to drive to work. This will cause a never ending cycle of cuts and rate increases. It seems that the final result will be to drastically reduce services in Prince George?s County. Service has increasingly gotten worse in the county over the last 20 years in some neighborhoods. At this point, the county needs to invest more into providing bus lines for their citizens. Metrobus can not be dependent upon to get people in Prince George?s county from point a to b. Eliminating the Deal bus routes (031 ect) creates a major problem for families within the Deal boundaries, especially those east of Rock Creek Park SECURITY. Planners need to address fare skippers. Build a system to eliminate the possibility of people jumping the stalls and thus, putting revenue back in th	Bus Service
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I?m personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it. The metro services can give a good deal on the monthly bus and metro rail passes to encourage the citizens and other people to grab the offer and also not taking a critical hit to the wmata's budget. Since DC does not provide school buses, the D31 is the only way for my children to get to and from their middle and high schools (Deal Middle and Jackson Reed High School). We are zoned for these schools and live on the east side of Rock Creek Park, and this is the only transportation that get our children to and from school. Cancelling the D31 would be catastrophic for everyone zoned for those schools who lives east of the park. The cuts seem to always disproportionately affect residents in Prince George?s County, cutting off many communities from access to metro rail via metro bus. The proposed cuts would make many in my community have to walk over a mile to catch the next available bus, which would also suffer from service reductions. Ridership will fall off for many workers who have the ability to drive to work. This will cause a never ending cycle of cuts and rate increases. It seems that the final result will be to drastically reduce services in Prince George?S County. Service has increasingly gotten worse in the county over the last 20 years in some neighborhoods. At this point, the county needs to invest more into providing bus lines for their citizens. Metrobus can not be dependent upon to get people in Prince George?s county from point at to b. eliminating the Deal bus routes (D31 etc) creates a major problem for families within the Deal boundaries, especially those east of Rock Creek Park SECURITY. Planners need to address fare skippers. Build a system	Bus Service Bus Service Bus Service Bus Service Bus Service
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I?m personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it. The metro services can give a good deal on the monthly bus and metro rail passes to encourage the citizens and other people to grab the offer and also not taking a critical hit to the wmata's budget. Since DC does not provide school buses, the D31 is the only way for my children to get to and from their middle and high schools (Deal Middle and Jackson Reed High School). We are zoned for these schools and live on the east side of Rock Creek Park, and this is the only transportation that get our children to and from school. Cancelling the D31 would be catastrophic for everyone zoned for these schools who lives east of the park. The cuts seem to always disproportionately affect residents in Prince George?s County, cutting off many communities from access to metro rail via metro bus. The proposed cuts would make many in my communities from access to metro rail via metro bus. The proposed cuts would make many in my community have to walk over a mile to catch the next available bus, which would also suffer from service reductions. Ridership will fall off for many workers who have the ability to drive to work. This will cause a never ending cycle of cuts and rate increases. It seems that the final result will be to drastically reduce services in Prince George?s County. Service has increasingly gotten worse in the county over the last 20 years in some neighborhoods. At this point, the county needs to invest more into providing bus lines for their citizens. Metrobus can not be dependent upon to get people in Prince George?s county from point a to b. eliminating the Deal bus routes (D31 etc) creates a major problem for families within the Deal boundaries, especially tho	Bus Service
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I?m personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it. The metro services can give a good deal on the monthly bus and metro rail passes to encourage the critizens and other people to grab the offer and also not taking a critical hit to the wmata's budget. Since DC does not provide school buses, the D31 is the only way for my children to get to and from their middle and high schools (Deal Middle and Jackson Reed High School). We are zoned for these schools and live on the east side of Rock Creek Park, and this is the only transportation that get our children to and from school. Cancelling the D31 would be catastrophic for everyone zoned for those schools who lives east of the park. The cuts seem to always disproportionately affect residents in Prince George?s County, cutting off many communities from access to metro rail via metro bus. The proposed cuts would make many in my community have to walk over a mile to catch the next available bus, which would also suffer from service reductions. Ridership will fall off for many workers who have the ability to drive to work. This will cause a never ending cycle of cuts and rate increases. It seems that the final result will be to drastically reduce services in Prince George?s County. Service has increasingly gotten worse in the county over the last 20 years in some neighborhoods. At this point, the county needs to invest more into providing bus lines for their citizens. Metrobus can not be dependent upon to get people in Prince George?s county from point a to b. Eliminating the Deal bus routes (D31 etc) creates a major problem for families within the Deal boundaries, especially those east of Rock Creek Park SECURITY. Planners need to address fare skippers. Build a system	Bus Service
worse and more expensive. I?m more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like I?m personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it. The metro services can give a good deal on the monthly bus and metro rail passes to encourage the citizens and other people to grab the offer and also not taking a critical hit to the wmata's budget. Since DC does not provide school buses, the D31 is the only way for my children to get to and from their middle and high schools (Deal Middle and Jackson Reed High School). We are zoned for these schools and live on the east side of Rock Creek Park, and this is the only transportation that get our children to and from school. Cancelling the D31 would be catastrophic for everyone zoned for these schools who lives east of the park. The cuts seem to always disproportionately affect residents in Prince George?s County, cutting off many communities from access to metro rail via metro bus. The proposed cuts would make many in my communities from access to metro rail via metro bus. The proposed cuts would make many in my community have to walk over a mile to catch the next available bus, which would also suffer from service reductions. Ridership will fall off for many workers who have the ability to drive to work. This will cause a never ending cycle of cuts and rate increases. It seems that the final result will be to drastically reduce services in Prince George?s County. Service has increasingly gotten worse in the county over the last 20 years in some neighborhoods. At this point, the county needs to invest more into providing bus lines for their citizens. Metrobus can not be dependent upon to get people in Prince George?s county from point a to b. eliminating the Deal bus routes (D31 etc) creates a major problem for families within the Deal boundaries, especially tho	Bus Service
worse and more expensive. IPm more than happy to pay more in local taxes to fund this knowing that everyone is pitching in than have to feel like IPm personally responsible for paying higher fares to keep this thing running. I didn?t see the proposal to eliminate the T2 bus. I would NOT support eliminating the T2 bus as people in our community rely on it. The metro services can give a good deal on the monthly bus and metro rail passes to encourage the citizens and other people to grab the offer and also not taking a critical hit to the wmata's budget. Slice DC does not provide school buses, the D31 is the only way for my children to get to and from their middle and high schools (Deal Middle and Jackson Reed High School). We are zoned for these schools and live on the east side of Rock Creek Park, and this is the only transportation that get our children to and from school. Cancelling the D31 would be catastrophic for everyone zoned for those schools who lives east of the park. The cuts seem to always disproportionately affect residents in Prince George? County, cutting off many community have to walk over a mile to catch the next available bus, which would also suffer from service reductions. Ridership will fall off for many workers who have the ability to drive to work. This will cause a never ending cycle of cuts and rate increases. It seems that the final result will be to drastically reduce services in Prince George? County, cutting be to drastically reduce services (30 tect). Service has increasingly gotten worse in the county over the last 20 years in some neighborhoods. At this point, the county needs to invest more into providing bus lines for their citizens. Metrobus can not be dependent upon to get people in Prince George? county from point a to b. Eliminating the Deal bus routes (D31 tec) creates a major problem for families within the Deal boundaries, especially those east of Rock Creek Park. SECURITY. Planners need to address fare skippers. Build a system to eliminate the possibility of people jump	Bus Service Bus Service Bus Se

Comment	Category
There is a lot of people that benefits from route T2, please do not take away You cannot cut your way to solvency. Cutting your product means people use it less or don't find it	Bus Service
reliable anymore, which leads to less ridership, which leads to less revenue, which leads to more cuts.	
It's a death spiral. Keep pressure on lawmakers, and use this survey results to show how important this	
is to people. If the DMV doesn't have decent transit anymore, the DMV will suffer in more ways than	
one. Figure it out, guys!	Miscellaneous
get the va governor to pay for his portion of the budget	Operating Budget, Management and Spending
YOU CANNOT CUT OFF SERVICE FOR CHILDREN TO GET FROM SHEPHERD PARK TO DEAL AND JACKSON-	
REED!! THAT WILL RESULT IN LAWSUITS!!	Service Levels
Washington DC provides no bus service for children. Instead, they have to use the metro. If you	
eliminate the ways that our kids to get to school and provide no alternatives it is unfair and	
unreasonable. You need to use tax money to provide services for our kids instead of funding D31 is a necessary route as this is used by students who live on the side of this route. Removing this	Bus Service
route would create hardships for many families.	Bus Service
Eliminating the D31, 32, 33, and 34 buses would be catastrophic for families whose children attend	
Deal Middle School and Jackson Reed High School, particularly those families who live east of Rock	
Creek Park. Hundreds and hundreds of students rely on these buses each day to get to school. This	
proposal will lead to incredible strain on families and increased car traffic. Further, reducing service and	
eliminating service on the 62 and 63 bus lines disadvantages the Brightwood and Manor Park	
neighborhoods which rely on those buses to get to school and work.	Bus Service
The T2 line is what I use to take to work - I don't mind paying a bit more for bus rides, since it's the	
easiest way to get to work for me. There's limited parking at Grovesnor-Strathmore (the closest station to me), and although I could drive to Grovesnor and park there, it's inconvenient for others who need	
to use the car. the T2 line is the most convenient for me to use to get to various places.	Bus Service
Cut low ridership bus routes entirely before reducing frequency. Increase fare enforcement on buses.	
Keep 24 hour DC bus service.	Bus Service
As a resident of Greenbelt, eliminating the G12 route from the Greenbelt metro would make it harder	
to use the metro, especially because the bike parking infrastructure is inadequate (no bike share, little	
protected bike parking).	Bus Service
Virginia and Maryland drivers and governments should be contributing more to the WMATA budget.	Operating Budget, Management and Spending
The T2 is a lifeline for those living in and travelling to the western suburbs of Bethesda and Potomac. It	
connects 8 miles of River Road to the Friendship Heights metro. Not everyone out in this part of	
Macgomery county has their own car, believe it or not. Also commuters who would prefer not to	Rus Son iso
increase air pollution by driving into the city need to have the option of taking public transportation. People like myself who do not have cars rely on metro to get around. I don?t live need a metro station	Bus Service
and you?re proposed to eliminate both bus lines near me!(d6, m4). Please take a pay cut for metro	
execs and help riders.	Bus Service
Reducing Metrorail service is short-sighted; it will put Metorail into a death spiral. The equivalent of	
burning the furniture to keep the house warm. Workers are returning to the office and most fares are	
covered through transit benefits. Raise the fares before you cut service and what will most bring people	
back is if you made it safer - more police present at all stations and station managers who actually pay	
attention / walk the platform instead of sitting in their booths chit-chatting with other employees.	Fares/Fees/Parking
Do not get rid of d30 buses it?s mandatory for the children	Bus Service
Far increases over service cuts.	Bus Service
Don't cut service. How are we supposed to get around if you cut them off. I can't do my grocery	
shopping if you do this. Your gonna make it harder for people to get to work. Metrobus is their only option. Just increase the price.	Bus Service
Many kids in Shepherd Park use the bus system to get to Deal and Jackson Reed for school. We need	
this to continue to be available to them	Bus Service
Figure out how to tax our employers for the Metro services. Employers are externalizing costs of	
employment by relying on the metro to bring their employers to work.	Fares/Fees/Parking
We should increase offerings of public transportation, not cut it.	Miscellaneous
I use T2 to get rapid service to Rockville rather than bus to Metro. Less walking and less time. KEEP T2	
RUNNING.	Bus Service
I take the T2 BUS - I put my bike on the bus and ride part way to work - please do not take away the T2	
bus Disco de esta esta esta esta esta esta esta est	Bus Service
Please do not cut rail and bus service!! It?s already very painful to have to wait 20 min for a bus or a train on many lines. I have resorted to Ubers in many such cases. I know I previously answered ?no? to	
increasing fares but if that?s the only solution, I?m reluctantly in favor (though I would gladly pay more	
in taxes instead)	Bus Service
If you're going to increase Metrobus fares, there should be a corresponding improvement in service. For	
example, more than once I have waited for a bus in the middle of the day to get to a dr appointment	
and it just never showed. Or, for routes that are routinely standing room only, if you're charging more	
there should be seats available, which would mean more frequent buses. This is Metro's problem: the	
service has been so bad that it's hard to charge more and have people continue to tolerate it.	Bus Service
Defund the police and move those funds to actually important public services like public transit	Fare Evasion/Safety/Crime
Metro refuses to make a commitment to the 74 bus route despite its serving almost exclusively disabled Black senior citizens and right now construction workers at Buzzard Point. The Circuit	
transportation option is a terrible joke. Thousands of new residents are expected to be attracted to the	
new apartment buildings and condos. Metro eliminating mass transit access to Buzzards Point will	
increase the danger on the public streets of Southwest DC. The Metro lack of commitment to the 74	
bus route jerks around the eldely, Black residents of Southwest. Also, during the school year, the 74 bus	
route provides hundreds of school children transportation to school. If service must be reduced on the	
74 bus route for Metro to survive, ALL cuts to all routes should only be made on weekends and after	
midnight. The vast majority of your riders need weekday transportation up until midnight. Later than	
midnight most riders are recreational and hospitality workers, not school children, not elderly. Every	
day in the USA 10,000+ turn school age and 7500 adults retired. DC has its share of these. Fare evasion	
is CONSTANTLY present in the entire Metro system. Even the Metro Access drivers report they pay	
client fares out of their own wallets! Fare evasion is where your budgetary losses are! The majority of the fare evaders are young Black men who want to do things they cannot afford. Getting free	
transportation is something they consider an equity issue because they have employment issues and	Operating Budget, Management and Spending
If the metro cuts service or raises fares by a lot I will probably leave DC. I work from home and if it	1-1-1-1-0
becomes necessary to have a car it will be difficult to stay here. The constant delays due to fixing the	
metro has already significantly reduced my spending at local stores and has already caused me to leave	
the city for weeks due to station and line shut downs. Public transportation needs to be affordable and	
convenient. It would also help if people in DC were not allowed to evade fares. It is frustrating to pay	
the fare from MD and get to DC and see half the people not paying?especially when you propose	
the fare from MD and get to DC and see half the people not paying?especially when you propose cutting our service.	Operating Budget, Management and Spending
the fare from MD and get to DC and see half the people not paying?especially when you propose	Operating Budget, Management and Spending Fares/Fees/Parking

Commont	Colorester.
Comment I can?t believe that the fare increase or the cut back on the service is the only way to solve the short fal	Category
of metro?s budget. This is where the tax money can go.	Operating Budget, Management and Spending
T2 in Maryland is critical, since it is only service from DC up River Rd to Potomac. It should NOT be cut.	Bus Service
I prefer fare increases to service cuts. Many people depend on Metro for transportation to work. They	
may be able to get employers to help cover fare increases. But owning and maintaining a car in the DC	
area is beyond the financial reach of many.	Operating Budget, Management and Spending
ReT2 . I have only on occasion used this bus but when I have , to get from my home /Rockville or home	
/ Chevy Chase, I have always noted the young adults and household workers using it. There are several	
survival needs adults in my neighborhood and all use this bike s on their own to attend classes,	
workshops, get togethers. We have a very very poor walkable rating which is why this bus is vital . This	
is one way household and nearby golf club workers can get to and from jobs. However, we ARE in an	
affluent neighborhood and WEcan afford other services such as UBER. My concern in general would be eliminating routes which are the sole means for working class and underserved communities and	
residents to access work, schools, shopping and such. I am more concerned about THOSE routes and	
ThOSE folks who cannot afford a car or taxis.	Bus Service
If there is a decrease in services, then there should not be a rush hour extra cost fare. If the rail line	
service is inconsistent, I will not ride Metro.	Fares/Fees/Parking
T2 is critical to business and employment. This proposal is absurd and government at its worst.	Bus Service
There are certainly some.opportunities for more efficient consolidation in certain areas, but overall we	
need service expansion, not cuts, especially in the suburbs	Service Levels
Eliminating bus service like the T2 would cripple transportation in the region. Don?t do it.	Bus Service
Keep fares low. Do not eliminate the DC 74 Bus to Buzzard Point. It services the Stadiums Fort McNair	
and the whole Buzzard Point area which is growing	Bus Service
Do not discontinue T2 service. It is the Only public transportation for us to leave/retyrn to our	
neighbithood. Many people who live on the route or work on that route depend on it.	Bus Service
You need to figure out ways to be more efficient with spending. Stop looking at things so myopic and plan for an extended future 20, 30, 40 years out. In the future less people will own cars and public	
transportation will be more important. Instead of cutting service to the trains and the buses, You	
should look to decrease the size of the train and better ways to load people. That way you can still	
maintain a service relatively quickly. Potentially smaller buses which don't require advance driver's	
license, which comes quicker, and add express bus/rail service. During the busier parts of the	
day/routes you can have larger trains and larger buses, The non main routes you can service with	
smaller train cars and short buses.	Bus Service
Metro cannot cut the bus lines that take children to school. The d31 and m4 busses are essential.	Bus Service
The D31 bus takes my child to and from school. To eliminate it would cause great hardship to our	
family, and many of our neighbors.	Bus Service
Asking the public to weigh in on how the capital budget should be spent is insane	Operating Budget, Management and Spending
Send a strong message to the Regional governments that their citizenry needs and expects them to	
increase their funding to Metro. It should not be optional! We should pass laws that require the	
Regional governments to fully fund Metro. Oversight of how metro spends that money is certainly advisable and also a requirement; but the need to keep Metro operating with good service hours and	
reasonable fares is critical to keep citizens out of cars, taxis, Lift/Uber, etc. And, by the way, there are	
many tourists that praise the Metro system as a big factor in choosing to visit here rather than other	Capital Budget
T2 is a necessary means of transportation in Potomac	Bus Service
Please do not increase the bus line fares. Low income riders depend heavily on the bus and its unfair to	
put more of the cost on them.	Bus Service
Please don?t cut 16y, it should be dramatically expanded and hours lengthened not cut but it needs	
bus lines on US-50 in Arlington, DC and 18/19 to be efficient.	Bus Service
D31 and related are critical for getting kids to and from school. If buses that primarily serve children are	
cut DC should cut support of Metro and increase school bus service Important to keep 52 DC bus in SW	Bus Service Bus Service
Eliminating the T2 service will cause a number of people the inability to get to work. Or increase the	Bus Service
cost of getting to work. They will have to rely on Uber or others in order to stay employed. Please	
reconsider this decision. Thank you	Fares/Fees/Parking
D31 and M4 cuts would significantly hurt students who attend Deal and Jackson-Reed. These cuts	
would make it harder than it already is for students to get to school. Please, please do not cut service	
for our children!	Bus Service
Buzzard point is an island by itself. Cutting 74 would impact our community as it?s far from everything	Miscellaneous
Ultimately I hope that we can minimize any chance of metro closing earlier or poor weekend service.	
1?d be willing to trade off some rush hour service and some logical bus cuts to make that happen. No	
one likes paying more for the same service but I would strongly prefer higher fares over worse service. I	
buy a pass and I feel I get tremendous value out of it, I?d be happy to pay more.	Bus Service
Regardless of what happens, I appreciate that it will be a hard and unpopular decision for Metro to make, so I appreciate everyone involved! - I have taken the Silver Line at the highest fare of \$6 from	
Ballston to Wiehle Reston East every day for quite some time now, and know many people who do the	
same. I think a change from the current top fare to anything \$7 or above would make it very hard for	
myself and others I know who like the Metro to justify continuing to take it (some people also have	
cars). However, when the Silver Line was previously at 20-minute headways even at peak, people still	
used it as much as now (from what I can tell). I think the idea of eliminating rush service throughout	
the day is less likely to change ridership choices than fare increases in reality, even if widely criticized.	
As long as the longer headways and arrivals times are truly reliable (and arrivals generally are) I think it	
would be okay! - I really would not like to see the metro closing any earlier than it already does. I have	
had several times I want to take it after a night out and it already being closed?10 PM would be wildly	
early, not to mention people who work that late and use it to commute (I would imagine this to be a	
decent sized group) I doubt 6am weekend service is critical.	Fares/Fees/Parking
I really need the T2 bus to get to work. If you take that route out I can?t get to work. Please don?t take it out	Rus Sanica
it out. The service I use is fabulous. I use the 38B daily. I do not know the routes in trouble, but I would hate	Bus Service
to see people inconvenienced by eliminating routes.	Bus Service
Increase the fares is better than to cut these lines.	Fares/Fees/Parking
When I ride metro bus I often see people not paying their fares. If fares were enforced perhaps we	, елему с мениу с молотов
wouldn?t have to deal with service cuts or fare increases. I understand some people can?t afford fares	
but unless we enforce fare payments it doesn?t encourage people to pay their fares. They just get on	
the bus.	Bus Service

Comment	Category
Please do not eliminate the bus routes used by Deal and Jackson-Reed students to get to and from	
school. Elimination of these routes would create an incredible - and completely avoidable - hardship for students east of the park who need to travel to their public schools west of the park. In addition to an	
undue burden to students and their families, elimination of these routes seems targeted to displace	
certain students who rely on public transportation to get to and from school form their parts of the	
city. DCPS does not provide bus service on the basis that public school students can use public	
transportation to get to and from school. Eliminating a critical and highly used route cuts off this access	
for 100s of students who otherwise have no DCPS-provided option to get to school. Eliminating this	
essential route would harm students. These proposed Metrobus cuts really do a disservice to Adams Morgan. The eastern side of Adams	Bus Service
Morgan is a long walk from the Woodley Park metro station and the bus turnaround on Calvert, and we	
rely on the S line and buses that cross 18th and Columbia. This proposal would completely cut off	
Adams Morgan from Dupont/Farragut Square on weekends while simultaneously making it more	
difficult to get downtown on the S2. Eliminating the 96, the L2 below the Calvert turnaround, and the	
42/43 on weekends would eliminate 4 of the 5 bus options that cross 18th and Columbia. That is an	
insane thing to do to a neighborhood without easy nearby Metrorail access. Taking the Circulator to	
Woodley Park is not an acceptable alternative to going downtown, and takes so much longer than getting on a southbound bus in my own neighborhood. And DDOT has already proposed putting the	
Circulator that passes through Adams Morgan on the chopping block.	Bus Service
Metro should bring back the bus that connects Greenbelt Metro station to BWI airport.	Bus Service
Take a hard look at those bus services that affect children getting to and from school. Those lines	
should not be touched.	Bus Service
D31 provides transportation for dozens of children in my shepherd park neighborhood!! Without D31	Bur Convico
these children will have no way to get to school in the mornings, it would be catastrophic!! Elimination of D31 and M4 will negatively impact children who live east of rock creek Park and their	Bus Service
ability to get to school west of the park, where Deal and Jackson-Reed are their assigned in-bound	
schools.	Bus Service
I believe increasing fares over decreasing lines is the more appropriate solution. It would have a great	
impact on the individuals who use these services on a consistent basis if their typical travel routes were	
removed. They'd like have to pay more to travel to work/school/going out and therefor an increase in	Rus Service
rates would be the more preferred solution. Please don?t reduce service	Bus Service Service Levels
Thank you guys for running a great system! I hope you get a dedicated operating budget soon!	Operating Budget, Management and Spending
It is an absolute shame that the capital of the world?s most powerful nation can?t fund transit. The	
cost of living is already way too high and eliminating transit will just make it harder for poorer people.	Fares/Fees/Parking
The buses already run at reduced frequency for it to reduce further	Bus Service
The new GM come in with big ideas or ideas used where they came from, public transportation is a	
service to the public that?s not always profitable but needed. Do what you need to do to give the public confidence in the system! None of this survey spoke to safety on the system which is one of the	
reasons that people don?t ride the system late night! Stick to the problem and stop inventing proposed	
issues! Your employees don?t use the system either.	Service Levels
I live in Woodridge and rely heavily on G8 to get around town. In fact, G8 is the only public transit	
option accessible from my neighborhood (there is not even a bike station within a reasonable walking	
distance). Reduction to G8 service will severely affect me and my neighbors who already have experienced limited access to affordable public transportation options.	Rail Service
Fix the turnstiles so people can't jump over them and crack down on offenders. Give bus drivers and	
station attendants training in courtesy and tell them to work, not stand around and chatter to each	
other and ignore customers in need of assistance.	Bus Service
The T2 route is significant to my community and it would be a shame if it were to be discontinued. It?s	
important for many of my friends for it to stay in service.	Bus Service Rail Service
Many people rely on the metro rail system after 10PM. Please do not reduce hours of operation.	
D31 and M4 are the only ways that students from Shenberd Park can get to their inhound middle	
D31 and M4 are the only ways that students from Shepherd Park can get to their inbound middle school. Deal and high school. Eliminating these buses causes issues for over 200 families here.	
D31 and M4 are the only ways that students from Shepherd Park can get to their inbound middle school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line	Bus Service
school, Deal and high school. Eliminating these buses causes issues for over 200 families here.	
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails	Bus Service Bus Service Bus Service
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better	Bus Service Bus Service
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that I?m sure deters many riders. It	Bus Service Bus Service Bus Service
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that 1?m sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and	Bus Service Bus Service Bus Service
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that I?m sure deters many riders. It	Bus Service Bus Service Bus Service
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that 1?m sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and this change has led to incredible crowded Green line trains (especially during rush hour). I watch the	Bus Service Bus Service Bus Service
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that 1?m sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and this change has led to incredible crowded Green line trains (especially during rush hour). I watch the same crowds of people every day get off at Mt Vernon and wait to squeeze onto a Green line train just to go two more stops. Ridiculous. Where I line, T2 is the only practical alternative for me to get to work using public transportation	Bus Service Bus Service Bus Service Rail Service Rail Service Bus Service
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that 17m sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and this change has led to incredible crowded Green line trains (especially during rush hour). I watch the same crowds of people every day get off at Mt Vernon and wait to squeeze onto a Green line train just to go two more stops. Ridiculous. Where I live, T2 is the only practical alternative for me to get to work using public transportation The fees should be increased for Virginia & Maryland riders in DC.	Bus Service Bus Service Bus Service Rail Service Rail Service Bus Service Bus Service Fares/Fees/Parking
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that 17m sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and this change has led to incredible crowded Green line trains (especially during rush hour). I watch the same crowds of people every day get off at Mt Vernon and wait to squeeze onto a Green line train just to go two more stops. Ridiculous. Where I live, 71 is the only practical alternative for me to get to work using public transportation The fees should be increased for Virginia & Maryland riders in DC. Service reliability and throughout are what keeps return customers, but cleanliness, ride quality, service	Bus Service Bus Service Bus Service Rail Service Rail Service Bus Service Fares/Fees/Parking
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that 17m sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and this change has led to incredible crowded Green line trains (especially during rush hour). I watch the same crowds of people every day get off at Mt Vernon and wait to squeeze onto a Green line train just to go two more stops. Ridiculous. Where I live, T2 is the only practical alternative for me to get to work using public transportation The fees should be increased for Virginia & Maryland riders in DC.	Bus Service Bus Service Bus Service Rail Service Rail Service Bus Service Bus Service Fares/Fees/Parking
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that I?m sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and this change has led to incredible crowded Green line trains (especially during rush hour). I watch the same crowds of people every day get off at Mt Vernon and wait to squeeze onto a Green line train just to go two more stops. Ridiculous. Where I live, T2 is the only practical alternative for me to get to work using public transportation The fees should be increased for Virginia & Maryland riders in DC. Service reliability and throughout are what keeps return customers, but cleanliness, ride quality, service frequency, and ease of access (proximity) to destinations/POIs is what attracts new riders.	Bus Service Bus Service Bus Service Rail Service Rail Service Bus Service Fares/Fees/Parking
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that 17m sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and this change has led to incredible crowded Green line trains (especially during rush hour). I watch the same crowds of people every day get off at Mt Vernon and wait to squeeze onto a Green line train just to go two more stops. Ridiculous. Where I live, T2 is the only practical alternative for me to get to work using public transportation The fees should be increased for Virginia & Maryland riders in DC. Service reliability and throughout are what keeps return customers, but cleanliness, ride quality, service frequency, and ease of access (proximity) to destinations/POIs is what attracts new riders. I think we should also consider getting DC, MD, and VA to permanently fund the metro. Also, more advertising on metro or maybe even put some businesses in metro stations The elimination of the D31, D32, D33, D34 bus routes affect Deal Middle School Students in my	Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Bus Service
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that 1?m sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and this change has led to incredible crowded Green line trains (especially during rush hour). I watch the same crowds of people every day get off at Mt Vernon and wait to squeeze onto a Green line train just to go two more stops. Ridiculous. Where I live, T2 is the only practical alternative for me to get to work using public transportation The fees should be increased for Virginia & Maryland riders in DC. Service reliability and throughout are what keeps return customers, but cleanliness, ride quality, service frequency, and ease of access (proximity) to destinations/POIs is what attracts new riders. I think we should also consider getting DC, MD, and VA to permanently fund the metro. Also, more advertising on metro or maybe even put some businesses in metro stations The elimination of the D31, D32, D33, D34 bus routes affect Deal Middle School Students in my neighborhood who use these buses to get to and from school. I also think that there are some other	Bus Service Bus Service Rail Service Bus Service
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that 17m sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and this change has led to incredible crowded Green line trains (especially during rush hour). I watch the same crowds of people every day get off at Mt Vernon and wait to squeeze onto a Green line train just to go two more stops. Ridiculous. Where I live, T2 is the only practical alternative for me to get to work using public transportation The fees should be increased for Virginia & Maryland riders in DC. Service reliability and throughout are what keeps return customers, but cleanliness, ride quality, service frequency, and ease of access (proximity) to destinations/POIs is what attracts new riders. I think we should also consider getting DC, MD, and VA to permanently fund the metro. Also, more advertising on metro or maybe even put some businesses in metro stations The elimination of the D31, D32, D33, D34 bus routes affect Deal Middle School Students in my neighborhood who use these buses to get to and from school. I also think that there are some other affected bus routes which are used by other school students!	Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Bus Service
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that 17m sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and this change has led to incredible crowded Green line trains (especially during rush hour). I watch the same crowds of people every day get off at Mt Vernon and wait to squeeze onto a Green line train just to go two more stops. Ridiculous. Where I live, T2 is the only practical alternative for me to get to work using public transportation The fees should be increased for Virginia & Maryland riders in DC. Service reliability and throughout are what keeps return customers, but cleanliness, ride quality, service frequency, and ease of access (proximity) to destinations/POIs is what attracts new riders. I think we should also consider getting DC, MD, and VA to permanently fund the metro. Also, more advertising on metro or maybe even put some businesses in metro stations The elimination of the D31, D32, D33, D34 bus routes affect Deal Middle School Students in my neighborhood who use these buses to get to and from school. I also think that there are some other affected bus routes which are used by other school students! I strongly believe that that metro short fall of riders is base on several factors, (a) before the pandemic,	Bus Service Bus Service Rail Service Bus Service
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that 17m sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and this change has led to incredible crowded Green line trains (especially during rush hour). I watch the same crowds of people every day get off at Mt Vernon and wait to squeeze onto a Green line train just to go two more stops. Ridiculous. Where I live, T2 is the only practical alternative for me to get to work using public transportation The fees should be increased for Virginia & Maryland riders in DC. Service reliability and throughout are what keeps return customers, but cleanliness, ride quality, service frequency, and ease of access (proximity) to destinations/POIs is what attracts new riders. I think we should also consider getting DC, MD, and VA to permanently fund the metro. Also, more advertising on metro or maybe even put some businesses in metro stations The elimination of the D31, D32, D33, D34 bus routes affect Deal Middle School Students in my neighborhood who use these buses to get to and from school. I also think that there are some other affected bus routes which are used by other school students!	Bus Service Bus Service Rail Service Bus Service
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that 1?m sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and this change has led to incredible crowded Green line trains (especially during rush hour). I watch the same crowds of people every day get off at Mt Vernon and wait to squeeze onto a Green line train just to go two more stops. Ridiculous. Where I live, T2 is the only practical alternative for me to get to work using public transportation The fees should be increased for Virginia & Maryland riders in DC. Service reliability and throughout are what keeps return customers, but cleanliness, ride quality, service frequency, and ease of access (proximity) to destinations/POIs is what attracts new riders. I think we should also consider getting DC, MD, and VA to permanently fund the metro. Also, more advertising on metro or maybe even put some businesses in metro stations The elimination of the D31, D32, D33, D34 bus routes affect Deal Middle School Students in my neighborhood who use these buses to get to and from school. I also think that there are some other affected bus routes which are used by other school students! I strongly believe that thar metro short fall of riders is base on several factors, (a) before the pandemic, Metro services ignore the requests from riders about the BAD service it provided specially during rail	Bus Service Bus Service Rail Service Bus Service
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that 17m sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and this change has led to incredible crowded Green line trains (especially during rush hour). I watch the same crowds of people every day get off at Mt Vernon and wait to squeeze onto a Green line train just to go two more stops. Ridiculous. Where I live, T2 is the only practical alternative for me to get to work using public transportation The fees should be increased for Virginia & Maryland riders in DC. Service reliability and throughout are what keeps return customers, but cleanliness, ride quality, service frequency, and ease of access (proximity) to destinations/POIs is what attracts new riders. I think we should also consider getting DC, MD, and VA to permanently fund the metro. Also, more advertising on metro or maybe even put some businesses in metro stations The elimination of the D31, D32, D33, D34 bus routes affect Deal Middle School Students in my neighborhood who use these buses to get to and from school. I also think that there are some other affected bus routes which are used by other school students! I strongly believe that that metro short fall of riders is base on several factors, (a) before the pandemic, Metro services ignore the requests from riders about the BAD service it provided specially during rail work and maintenance, It really piss off many people/riders of lack of information, lots of riders got in trouble at their work places because we and always arrived late to work. The negative attitude from Metro staff was another	Bus Service Bus Service Rail Service Bus Service
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that 1?m sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and this change has led to incredible crowded Green line trains (especially during rush hour). I watch the same crowds of people every day get off at Mt Vernon and wait to squeeze onto a Green line train just to go two more stops. Ridiculous. Where I live, T2 is the only practical alternative for me to get to work using public transportation The fees should be increased for Virginia & Maryland riders in DC. Service reliability and throughout are what keeps return customers, but cleanliness, ride quality, service frequency, and ease of access (proximity) to destinations/POIs is what attracts new riders. I think we should also consider getting DC, MD, and VA to permanently fund the metro. Also, more advertising on metro or maybe even put some businesses in metro stations The elimination of the D31, D32, D33, D34 bus routes affect Deal Middle School Students in my neighborhood who use these buses to get to and from school. I also think that there are some other affected bus routes which are used by other school students! I strongly believe that that metro short fall of riders is base on several factors, (a) before the pandemic, Metro services ignore the requests from riders about the BAD service it provided specially during rail work and maintenance, It really piss off many people/riders of lack of information, lots of riders got in trouble at their work places because we and always arrived late to work. The negative atitude from Metro staff was another	Bus Service Bus Service Rail Service Bus Service
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that 17m sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and this change has led to incredible crowded Green line trains (especially during rush hour). I watch the same crowds of people every day get off at Mt Vernon and wait to squeeze onto a Green line train just to go two more stops. Ridiculous. Where I line, T2 is the only practical alternative for me to get to work using public transportation The fees should be increased for Virginia & Maryland riders in DC. Service reliability and throughout are what keeps return customers, but cleanliness, ride quality, service frequency, and ease of access (proximity) to destinations/POIs is what attracts new riders. I think we should also consider getting DC, MD, and VA to permanently fund the metro. Also, more advertsing on metro or maybe even put some businesses in metro stations The elimination of the D31, D32, D33, D34 bus routes affect Deal Middle School Students in my neighborhood who use these buses to get to and from school. I also think that there are some other affected bus routes which are used by other school students! I strongly believe that that metro short fall of riders is base on several factors, (a) before the pandemic, Metro services ignore the requests from riders about the BAD service it provided specially during rail work and maintenance, It really piss off many people/riders of lack of information, lots of riders go ti trouble at their work places because we and always arrived late to work. The negative attitude from Metro staff was another f	Bus Service Bus Service Rail Service Bus Service
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that 1?m sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and this change has led to incredible crowded Green line trains (especially during rush hour). I watch the same crowds of people every day get off at Mt Vernon and wait to squeeze onto a Green line train just to go two more stops. Ridiculous. Where I live, T2 is the only practical alternative for me to get to work using public transportation The fees should be increased for Virginia & Maryland riders in DC. Service reliability and throughout are what keeps return customers, but cleanliness, ride quality, service frequency, and ease of access (proximity) to destinations/POIs is what attracts new riders. I think we should also consider getting DC, MD, and VA to permanently fund the metro. Also, more advertising on metro or maybe even put some businesses in metro stations The elimination of the D31, D32, D33, D34 bus routes affect Deal Middle School Students in my neighborhood who use these buses to get to and from school. I also think that there are some other affected bus routes which are used by other school students! I strongly believe that that metro short fall of riders is base on several factors, (a) before the pandemic, Metro services ignore the requests from riders about the BAD service it provided specially during rail work and maintenance, It really piss off many people/riders of lack of information, lots of riders got in trouble at their work places because we and always arrived late to work. The negative atitude from Metro staff was another	Bus Service Bus Service Rail Service Bus Service
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that 17m sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and this change has led to incredible crowded Green line trains (especially during rush hour). I watch the same crowds of people every day get off at Mt Vernon and wait to squeeze onto a Green line train just to go two more stops. Ridiculous. Where I live, T2 is the only practical alternative for me to get to work using public transportation The fees should be increased for Virginia & Maryland riders in DC. Service reliability and throughout are what keeps return customers, but cleanliness, ride quality, service frequency, and ease of access (proximity) to destinations/POIs is what attracts new riders. I think we should also consider getting DC, MD, and VA to permanently fund the metro. Also, more advertising on metro or maybe even put some businesses in metro stations The elimination of the D31, D32, D33, D34 bus routes affect Deal Middle School Students in my neighborhood who use these buses to get to and from school. I also think that there are some other affected bus routes which are used by other school students! I strongly believe that that metro short fall of riders is base on several factors, (a) before the pandemic, Metro services ignore the requests from riders about the BAD service it provided specially during rail work and maintenance, It really piss off many people/riders of lack of information, lots of riders got in trouble at their work places because we and always arrived late to work. (b) The megative attitude from Metro staff was ano	Bus Service Bus Service Rail Service Rail Service Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that 17m sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and this change has led to incredible crowded Green line trains (especially during rush hour). I watch the same crowds of people every day get off at Mt Vernon and wait to squeeze onto a Green line train just to go two more stops. Ridiculous. Where I live, T2 is the only practical alternative for me to get to work using public transportation The fees should be increased for Virginia & Maryland riders in DC. Service reliability and throughout are what keeps return customers, but cleanliness, ride quality, service frequency, and ease of access (proximity) to destinations/POIs is what attracts new riders. I think we should also consider getting DC, MD, and VA to permanently fund the metro. Also, more advertsing on metro or maybe even put some businesses in metro stations The elimination of the D31, D32, D33, D34 bus routes affect Deal Middle School Students in my neighborhood who use these buses to get to and from school. I also think that there are some other affected bus routes which are used by other school students! I strongly believe that that metro short fall of riders is base on several factors, (a) before the pandemic, Metro sarties another factor, Many Metro employees gather at the manager bootts while riders straggle to get their Metro charging/vendors machines to work. (b) The Metro cars are so fity, smelly and disgusting that any one rethink on ride Metro twice. KEEP THOSE CARS CLEAN, Those cars are to carry people NOT COWS. Metro stations ar	Bus Service Bus Service Rail Service Rail Service Bus Service Rail Service Bus Service Bus Service
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that 17m sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and this change has led to incredible crowded Green line trains (especially during rush hour). I watch the same crowds of people every day get off at Mt Vernon and wait to squeeze onto a Green line train just to go two more stops. Ridiculous. Where I live, T2 is the only practical alternative for me to get to work using public transportation The fees should be increased for Virginia & Maryland riders in DC. Service reliability and throughout are what keeps return customers, but cleanliness, ride quality, service frequency, and ease of access (proximity) to destinations/POIs is what attracts new riders. I think we should also consider getting DC, MD, and VA to permanently fund the metro. Also, more advertising on metro or maybe even put some businesses in metro stations The elimination of the D31, D32, D33, D34 bus routes affect Deal Middle School Students in my neighborhood who use these buses to get to and from school. I also think that there are some other affected bus routes which are used by other school students! I strongly believe that that metro short fall of riders is base on several factors, (a) before the pandemic, Metro services ignore the requests from riders about the BAD service it provided specially during rail work and maintenance, It really piss off many people/riders of lack of information, lots of riders got in trouble at their work places because we and always arrived late to work. The negative attitude from Metro staff was another	Bus Service Bus Service Rail Service Rail Service Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that 1?m sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and this change has led to incredible crowded Green line trains (especially during rush hour). I watch the same crowds of people every day get off at Mt Vernon and wait to squeeze onto a Green line train just to go two more stops. Ridiculous. Where I live, T2 is the only practical alternative for me to get to work using public transportation The fees should be increased for Virginia & Maryland riders in DC. Service reliability and throughout are what keeps return customers, but cleanliness, ride quality, service frequency, and ease of access (proximity) to destinations/POIs is what attracts new riders. I think we should also consider getting DC, MD, and VA to permanently fund the metro. Also, more advertising on metro or maybe even put some businesses in metro stations The elimination of the D31, D32, D33, D34 bus routes affect Deal Middle School Students in my neighborhood who use these buses to get to and from school. I also think that there are some other affected bus routes which are used by other school students! I strongly believe that that metro short fall of riders is base on several factors, (a) before the pandemic, Metro services ignore the requests from riders about the BAD service it provided specially during rail work and maintenance, It really piss off many people/riders of lack of information, lots of riders got in trouble at their work places because we and always arrived late to work. The negative atitude from Metro staff was another	Bus Service Bus Service Rail Service Rail Service Bus Service Rail Service Bus Service Bus Service
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that 1?m sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and this change has led to incredible crowded Green line trains (especially during rush hour). I watch the same crowds of people every day get off at Mt Vernon and wait to squeeze onto a Green line train just to go two more stops. Ridiculous. Where I line, T2 is the only practical alternative for me to get to work using public transportation The fees should be increased for Virginia & Maryland riders in DC. Service reliability and throughout are what keeps return customers, but cleanliness, ride quality, service frequency, and ease of access (proximity) to destinations/POIs is what attracts new riders. I think we should also consider getting DC, MD, and VA to permanently fund the metro. Also, more advertising on metro or maybe even put some businesses in metro stations The elimination of the D31, D32, D33, D34 bus routes affect Deal Middle School Students in my neighborhood who use these buses to get to and from school. I also think that there are some other affected bus routes which are used by other school students! I strongly believe that that metro short fall of riders is base on several factors, (a) before the pandemic, Metro staff was another factor, Many Metro employees gather at the manager bootts while riders straggle to get their Metro charging/wendors machines to work. (D) The Metro cars are so filty, smelly and disgusting that any one rethink on ride Metro twice. KEEP THOSE CARS CLEAN, Those cars are to carry people NOT COWS. Metro station	Bus Service Bus Service Rail Service Rail Service Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service Rail Service Rail Service Bus Service
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that 1?m sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and this change has led to incredible crowded Green line trains (especially during rush hour). I watch the same crowds of people every day get off at Mt Vernon and wait to squeeze onto a Green line train just to go two more stops. Ridiculous. Where I live, T2 is the only practical alternative for me to get to work using public transportation The fees should be increased for Virginia & Maryland riders in DC. Service reliability and throughout are what keeps return customers, but cleanliness, ride quality, service frequency, and ease of access (proximity) to destinations/POIs is what attracts new riders. I think we should also consider getting DC, MD, and VA to permanently fund the metro. Also, more advertising on metro or maybe even put some businesses in metro stations The elimination of the D31, D32, D33, D34 bus routes affect Deal Middle School Students in my neighborhood who use these buses to get to and from school. I also think that there are some other affected bus routes which are used by other school students! I strongly believe that that metro short fall of riders is base on several factors, (a) before the pandemic, Metro services ignore the requests from riders about the BAD service it provided specially during rail work and maintenance, It really piss off many people/riders of lack of information, lots of riders got in trouble at their work places because we and always arrived late to work. The negative atitude from Metro staff was another	Bus Service Bus Service Rail Service Rail Service Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service Rail Service Rail Service Bus Service
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that 17m sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and this change has led to incredible crowded Green line trains (especially during rush hour). I watch the same crowds of people every day get off at Mt Vernon and wait to squeeze onto a Green line train just to go two more stops. Ridiculous. Where I live, T2 is the only practical alternative for me to get to work using public transportation The fees should be increased for Virginia & Maryland riders in DC. Service reliability and throughout are what keeps return customers, but cleanliness, ride quality, service frequency, and ease of access (proximity) to destinations/POIs is what attracts new riders. I think we should also consider getting DC, MD, and VA to permanently fund the metro. Also, more advertising on metro or maybe even put some businesses in metro stations The elimination of the D31, D32, D33, D34 bus routes affect Deal Middle School Students in my neighborhood who use these buses to get to and from school. I also think that there are some other affected bus routes which are used by other school students! I strongly believe that that metro short fall of riders is base on several factors, (a) before the pandemic, Metro sarrices ignore the requests from riders about the BAD service it provided specially during rail work and maintenance, It really piss off many people/riders of lack of information, lots of riders got in trouble at their work places because we and always arrived late to work, The negative attitude from Metro staff was another	Bus Service Bus Service Rail Service Rail Service Bus Service Rail Service Bus Service Bus Service
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T 2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that 17m sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and this change has led to incredible crowded Green line trains (especially during rush hour). I watch the same crowds of people every day get off at Mt Vernon and wait to squeeze onto a Green line train just to go two more stops. Ridiculous. Where I live, T2 is the only practical alternative for me to get to work using public transportation The fees should be increased for Virginia & Maryland riders in DC. Service reliability and throughout are what keeps return customers, but cleanliness, ride quality, service frequency, and ease of access (proximity) to destinations/POIs is what attracts new riders. I think we should also consider getting DC, MD, and VA to permanently fund the metro. Also, more advertsing on metro or maybe even put some businesses in metro stations The elimination of the D31, D32, D33, D34 bus routes affect Deal Middle School Students in my neighborhood who use these buses to get to and from school. I also think that there are some other affected bus routes which are used by other school students! I strongly believe that that metro short fall of riders is base on several factors, (a) before the pandemic, Metro staff was another factor, Many Metro employees gather at the manager bootts while riders straggle to get their Metro charging/vendors machines to work. (b) The Metro cars are so filty, smelly and disgusting that any one rethink on ride Metro twice. KEEP THOSE CARS CLEAN, Those cars are to carry people NOT COWS. Metro station	Bus Service Bus Service Rail Service Rail Service Bus Service Rail Service Bus Service Bus Service
school, Deal and high school. Eliminating these buses causes issues for over 200 families here. T2 bus line is essential for federal government workers and should be the number one priority bus line kept student bus passes should extend to metrorails Poor service, infrequent trains, and mediocre facilities and trains - please do better The Yellow line ending at Mt Vernon Sq is a horrible inconvenience that 1?m sure deters many riders. It is ridiculous that this line does not go to at least U St or Columbia Heights. I take this line every day and this change has led to incredible crowded Green line trains (especially during rush hour). I watch the same crowds of people every day get off at Mt Vernon and wait to squeeze onto a Green line train just to go two more stops. Ridiculous. Where I line, T2 is the only practical alternative for me to get to work using public transportation The fees should be increased for Virginia & Maryland riders in DC. Service reliability and throughout are what keeps return customers, but cleanliness, ride quality, service frequency, and ease of access (proximity) to destinations/POIs is what attracts new riders. I think we should also consider getting DC, MD, and VA to permanently fund the metro. Also, more advertising on metro or maybe even put some businesses in metro stations The elimination of the D31, D32, D33, D34 bus routes affect Deal Middle School Students in my neighborhood who use these buses to get to and from school. I also think that there are some other affected bus routes which are used by other school students! I strongly believe that that metro short fall of riders is base on several factors, (a) before the pandemic, Metro services ignore the requests from riders about the BAD service it provided specially during rail work and maintenance, It really piss off many people/riders of lack of information, lots of riders got in trouble at their work places because we and always arrived late to work, The negative attitude from Metro staff was another	Bus Service Bus Service Bus Service Rail Service Bus Service

Comment	Category
I am 100% opposed to cuts in the metro's budget. This system is essential to our region our economy,	
our community, our resilience in the face of climate change. Where there are ways to invest in cheaper	Connection Durdent Merconnect and Crondian
options (buses) that is better than more expensive options (rail).	Operating Budget, Management and Spending
Dimulates the prillities to use the subway with high rates Metro needs to stop taking out its lack of funding on riders and do better with allocating the budget.	Bus Service
You can?t afford to provide full service to riders but have been working on opening a new purple line	
for years. Get your priorities straight.	Operating Budget, Management and Spending
Please don't cut bus service to the Glover Park neighborhood. I use it extensively to get around and we	
don't have easy access to rail. Thank you!	Bus Service
Get your house in order, metro. it?s already cheaper to park downtown twice a week than take metro	
every day. i almost exclusively take the bus now	Bus Service
The cuts proposed (ending d2, d6) would leave me with no public transport options in my	
neighborhood and I would no longer be a WMATA customer because there would be no service	
accessible. I live well within the borders of the district, not a remote location. This is unacceptable.	Service Levels
My neighborhood, Glover Park, relies on the D2 for access to metro. Please do not eliminate this bus	
line!	Bus Service
it?s really disappointing that an area of the city with already limited options on public transport	
because there are no metro stops within a reasonable walking distance, that routes continue to be cut	
and reduced. i am a huge supporter of the bus system and take it every opportunity i get but the	
decrease in service and often late or missing busses is really disheartening. you?re cutting off a portion	
of the city from accessible transportation and alienating a region that WANTS to use the system. if you	
want to gain and maintain ridership, cutting off people who want to use the busses is not going to help	Rur Sonico
your cause Eliminating D2 will leave us without reasonable bus service	Bus Service Bus Service
Eliminating D2 will leave us without reasonable bus service Reducing service will reduce Metro use and worsen financil problems. Metro wasted money in new fare	
card gates that I see being jumped every time I ride Metro. Focus on safety and service	Fare Evasion/Safety/Crime
I do not agree to eliminate. Route Z7. It is very. Use. For those who work in. Laurel. And we use. The. It	
is coats of. Burtonville	Bus Service
our kids use the D6 to get back and forth from school regularly and my wife would have no way to get	
to work without the D2. cutting those two routes and the 31/33 would leave our glover park	
neighborhood and neighbors with almost no mass transit options. it?s a terrible idea.	Bus Service
I am a disabled passenger that often uses the metro (top 7% of riders in 2023! by the way, that was a	
great idea I loved looking at my year summary stats). I regularly use the metro to travel across the DMV	
for appointments and to explore the city. I also semi-regularly use the bus routes. I don't have a car and	
depend on the metro for timely and safe travel. The proposed budgets would be an inconvenience to	
accessible travel if service is reduced or more costly. I do support improvements to the infrastructure	
and sustainability.	Operating Budget, Management and Spending
The Metrobus N- and D-series always find their way to the chopping block, but I rely on those routes to	
get me to/from work (K & 19th St.) and Metrorail (Farragut West for the Blue/Silver lines and Dupont	
for the Red line). I don't have a car and my residence at the intersection of Cathedral Ave/New Mexico	
Ave NW is a 40min walk to Tenleytown Metro. My quality of life would severely decrease without Metrobus service.	Bus Service
My son will start middle school at Deal next year. His brother will follow him there in 3 years. We also	Bus service
plan for both of them to attend Jackson Reed. They will both rely on the M4 to get to and from school.	
The M4 is an incredibly route for our community because it is used by hundreds of students to get to	
Deal and Jackson Reed. Additionally, it is the only bus line remaining in our neighborhood and.	
Deal and Jackson Reed. Additionally, it is the only bus line remaining in our neighborhood and, therefore, also functions to take people, including seniors, to and from the metro station. Service on	
Deal and Jackson Reed. Additionally, it is the only bus line remaining in our neighborhood and, therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function.	Bus Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on	Bus Service Bus Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function.	
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is	
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus not only would serve our boys but it	
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus not only would serve our boys but it also serves hundreds of other kids in our community. As the only bus service to areas such as	
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus not only would serve our boys but it also serves hundreds of ther kids in our community. As the only bus service to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport	
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus not only would serve our boys but it also serves hundreds of other kids in our community. As the only bus service to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly	Bus Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus not only would serve our boys but it also serves hundreds of other kids in our community. As the only bus service to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves.	
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus not only would sever our boys but it also serves hundreds of other kids in our community. As the only bus service to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves.	Bus Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus not only would serve our boys but it also serves hundreds of other kids in our community. As the only bus service to areas such as Hawthorne and Barnaby Woods, it also serves as lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves.	Bus Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus not only would serve our boys but it also serves hundreds of other kids in our community. As the only bus service to areas such as Hawthorne and Barnaby Woods, it also serves as alfeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much	Bus Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus not only would serve our boys but it also serves hundreds of other kids in our community. As the only bus service to areas such as Hawthorne and Barnaby Woods, it also serves as lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves.	Bus Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His borther will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus not only would serve our boys but it also serves hundreds of other kids in our community. As the only bus service to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the 59 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct \$2/\$9 routes. Finding ways to get people to rail faster	Bus Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus story behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus service to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct S2/S9 routes. Finding ways to get people to rail faster could boost ridership. I setve, if the D31 and sister routes to Deal MS and Jackson Reed HS are	Bus Service Bus Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus not only would serve our boys but it also serves hundreds of other kids in our community. As the only bus service to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct S2/S9 routes to Deal MS and Jackson Reed HS are could boost ridership. Lastly, if the D31 and sister routes to Deal MS and Jackson Reed HS are eliminated, that will create a serious access and equity problem for students east of rock creek park.	Bus Service Bus Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus story behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus service to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct S2/S9 routes. Finding ways to get people to rail faster could boost ridership. Lastly, if the D31 and sister routes to Deal MS and Jackson Reed HS are eliminated, that will create a serious access and equity problem for students east of rock creek park. Please don?t cut the D6. Kids take it to school and often don?t swipe since their routes are free. But that could affect your figures about how many people ride	Bus Service Bus Service Bus Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus not only would serve our boys but it also serves hundreds of other kids in our community. As the only bus service to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct S2/S9 routes. Finding ways to get people to rail faster could boost ridership. Lastly, if the D31 and sister routes to Deal MS and Jackson Reed HS are eliminated, that will create a serious access and equity problem for students east of rock creek park. Please don?t cut the D6. Kids take it to school and often don?t swipe since their routes are free. But that could affect your figures about how many people ride Public transit is a necessary public service in urban areas, the government needs to support this. I am dependent on the D2 to get to work and downtown. Please do not eliminate it. I have no other	Bus Service Bus Service Bus Service Bus Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus not only would serve our boys but it also serves hundreds of other kids in our community. As the only bus service to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct S2/S9 routes. Finding ways to get people to rail faster could boost ridership. Lastly, if the D31 and sister routes to Deal MS and Jackson Reed HS are eliminated, that will create a serious access and equity problem for students east of rock creek park. Please don?t cut the D6. Kids take it to school and often don?t swipe since their routes are free. But that could affect your figures about how many people ride Public transit is a necessary public service in urban areas, the government needs to support this. I am dependent on the D2 to get to work and downtown. Please do not eliminate it. I have no other mode of transportation available. There is no metro access nearby. The riders in this neighborhood pay	Bus Service Bus Service Bus Service Bus Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus not only would serve our boys but it also serves hundreds of other kids in our community. As the only bus service to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct 52/SP routes. Finding ways to get people to rail faster could boost ridership. Lastly, if the D31 and sister routes to Deal MS and Jackson Reed HS are eliminated, that will create a serious access and equity problem for students east of rock creek park. Please don?t cut the D6. Kids take it to school and often don?t swipe since their routes are free. But that could affect your figures about how many people ride Public transit is a necessary public service in urban areas, the government needs to support this. I am dependent on the D2 to get to work and downtown. Plea	Bus Service Bus Service Bus Service Bus Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus not only would serve our boys but it also serves hundreds of other kids in our community. As the only bus service to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct S2/S9 routes. Finding ways to get people to rail faster could boost ridership. Lastly, if the D31 and sister routes to Deal MS and Jackson Reed HS are eliminated, that will create a serious access and equity problem for students east of rock creek park. Please don?t cut the D6. Kids take it to school and often don?t swipe since their routes are free. But that could affect your figures about how many people ride Public transit is a necessary public service in urban areas, the government needs to support this. I am dependent on the D2 to get to work and downtown. Please don ot eliminate it. I have no other mode of transportation available. There is no metro access nearby. The riders in this neighborhood pay their fares and are dependent and regular riders. Eliminating this bu	Bus Service Bus Service Bus Service Bus Service Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus not only would serve our boys but it also serves hundreds of other kids in our community. As the only bus service to areas such as Hawthorne and Barnaby Woods, it also serves as al lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct S2/S9 routes. Finding ways to get people to rail faster could boost ridership. Lastly, if the D31 and sister routes to Deal MS and Jackson Reed HS are eliminated, that will create a serious access and equity problem for students east of rock creek park. Please don?t cut the D6. Kids take it to school and often don?t swipe since their routes are free. But that could affect your figures about how many people ride Public transit is a necessary public service in urban areas, the government needs to support this. I am dependent on the D2 to get to work and downtown. Please do not eliminate it. I have no other mode of transportation available. There is no metro access nearby. The riders in this neighborhood pay their fares and are dependent and regular riders. Eliminating this b	Bus Service Bus Service Bus Service Bus Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro openl People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus stops behind our house, and our plan is show should and to get to and from school. The M4 bus stops behind our house, and our plan is show show and Barnaby Woods, it also serves has a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct 52/S9 routes. Finding ways to get people to rail faster could boost ridership. Lastly, if the D31 and sister routes to Deal MS and Jackson Reed HS are eliminated, that will create a serious access and equity problem for students east of rock creek park. Please don?t cut the D6. Kids take it to school and often don?t swipe since their routes are free. But that could affect your figures about how many people ride Public transit is a necessary public service in urban areas, the government needs to support this. I am dependent on the D2 to get to work and downtown. Please don t eliminate i. I have no other mode of transportation available. There is no metro access nearb	Bus Service Bus Service Bus Service Bus Service Service Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro openI People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus service to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct S2/S9 routes. Finding ways to get people to rail faster could boost ridership. Lastly, if the D31 and sister routes to Deal MS and Jackson Reed HS are eliminated, that will create a serious access and equity problem for students east of rock creek park. Please don?t cut the D6. Kids take it to school and often don?t swipe since their routes are free. But that could affect your figures about how many people ride Public transit is a necessary public service in urban areas, the government needs to support this. I am dependent on the D2 to get to work and downtown. Please don to eliminate it. I have no other mode of transportation available. There is no metro access nearby. The riders in this neighborhood pay their fares and are dependent and regular riders. Eliminating this bu	Bus Service Bus Service Bus Service Bus Service Service Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus not only would serve our boys but it also serves hundreds of other kids in our community. As the only bus service to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct S2/S9 routes. Finding ways to get people to rail faster could boost ridership. Lastly, if the D31 and sister routes to Deal MS and Jackson Reed HS are eliminated, that will create a serious access and equity problem for students east of rock creek park. Please don?t cut the D6. Kids take it to school and often don?t swipe since their routes are free. But that could affect your figures about how many people ride Public transit is a necessary public service in urban areas, the government needs to support this. I am dependent on the D2 to get to work and downtown. Please do not eliminate it. I have no other mode of transportation available. There is no metro access nearby. The riders in this neighborhood pay their fares and are dependent and regular riders. Eliminating this bu	Bus Service Bus Service Bus Service Bus Service Service Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus store on a such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct 52/S9 routes. Finding ways to get people to rail faster could boost ridership. Lastly, if the D31 and sister routes to Deal MS and Jackson Reed HS are eliminated, that will create a serious access and equity problem for students east of rock creek park. Please don? to ut the D6. Kids take it to school and often don?t swipe since their routes are free. But that could affect your figures about how many people ride Public transit is a necessary public service in urban areas, the government needs to support this. I am dependent on the D2 to get to work and downtown. Please don's this neighborhood pay their fares and are dependent and regular riders. Eliminating this bus would als	Bus Service Bus Service Bus Service Bus Service Service Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro openl People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus store to rule vare such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct 52/SP routes. Finding ways to get people to rail faster could boost ridership. Lastly, if the D31 and sister routes to Deal MS and Jackson Reed HS are eliminated, that will create a serious access and equity problem for students east of rock creek park. Please don?t cut the D6. Kids take it to school and often don?t swipe since their routes are free. But that could affect your figures about how many people ride Public transit is a necessary public service in urban areas, the government needs to support this. I am dependent on the D2 to get to work and downtown. Please do not climinate it. I have no other mode of transportation available. There is no metro access nearly. The riders in this neighborhood pay their fares and are dependent and regular riders. Eliminating this bus would also cut off countless school children from Hardy Middle School and the Duke Ellington School of	Bus Service Bus Service Bus Service Bus Service Service Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus not only would serve our boys but it also serves hundreds of other kids in our community. As the only bus service to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct S2/S9 routes. Finding ways to get people to rail faster could boost ridership. Lastly, if the D31 and sister routes to Deal MS and Jackson Reed HS are eliminated, that will create a serious access and equity problem for students east of rock creek park. Please don?t cut the D6. Kids take it to school and often don?t swipe since their routes are free. But that could affect your figures about how many people ride Public transit is a necessary public service in urban areas, the government needs to support this. I am dependent on the D2 to get to work and downtown. Please don ot eliminate it. I have no other mode of transportation available. There is no metro access nearby. The riders in this neighborhood pay their fares and are dependent and regular riders. Eliminating this b	Bus Service Bus Service Bus Service Bus Service Service Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro openl People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus store to rule vare such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct 52/SP routes. Finding ways to get people to rail faster could boost ridership. Lastly, if the D31 and sister routes to Deal MS and Jackson Reed HS are eliminated, that will create a serious access and equity problem for students east of rock creek park. Please don?t cut the D6. Kids take it to school and often don?t swipe since their routes are free. But that could affect your figures about how many people ride Public transit is a necessary public service in urban areas, the government needs to support this. I am dependent on the D2 to get to work and downtown. Please do not climinate it. I have no other mode of transportation available. There is no metro access nearly. The riders in this neighborhood pay their fares and are dependent and regular riders. Eliminating this bus would also cut off countless school children from Hardy Middle School and the Duke Ellington School of	Bus Service Bus Service Bus Service Bus Service Service Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus not only would serve our boys but it also serves hundreds of other kids in our community. As the only bus service to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct S2/S9 routes. Finding ways to get people to rail faster could boost tidership. Lastly, if the D31 and sister routes to Deal MS and Jackson Reed HS are eliminated, that will create a serious access and equity problem for students east of rock creek park. Please don?t cut the D6. Kids take it to school and often don?t swipe since their routes are free. But that could affect your figures about how many people ride Public transit is a necessary public service in urban areas, the government needs to support this. I am dependent on the D2 to get to work and downtown. Please do not eliminate it. I have no other mode of transportation available. There is no metro access nearby. The riders in this neighborhood pay their fares and are dependent and regular riders. Eliminating this bu	Bus Service Bus Service Bus Service Bus Service Service Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro openl People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus stops behind our house, and our plan is stass cares hundreds of other kids in our community. As the only bus service to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct 52/S9 routes. Finding ways to get people to rail faster could boost ridership. Lastly, if the D31 and sister routes in the since their routes are free. But that could affect your figures about how many people ride Public transit is a necessary public service in urban areas, the government needs to support this. I am dependent on the D2. Kieg take with dow	Bus Service Bus Service Bus Service Bus Service Service Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro openI People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus story be both and years. We also currently plan to send both horys to Jackson Reed. The M4 bus story bus bruits to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct 52/S9 routes. Finding ways to get people to rail faster could boost ridership. Lastly, if the D31 and sister routes to Dael MS and Jackson Reed HS are eliminated, that will create a serious access and equity problem for students east of rock creek park. Please don?t cut the D6. Kids take it to school and often don?t swipe since their routes are free. But that could affect your figures about how many people ride Public transit is a necessary public service in urban areas, the government needs to support this. I am dependent on the D2 to get to work and downtown. Please do not eliminate it. I have no other mode of transportation available. There is no metro access nearby. The riders in this neighborhood pay their fares and are dependent and regular riders. Eliminating this bus	Bus Service Bus Service Bus Service Bus Service Service Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus not only would serve our boys but it also serves hundreds of other kids in our community. As the only bus service to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct S2/S9 routes. Finding ways to get people to rail faster could boost ridership. Lastly, if the D31 and sister routes to Deal MS and Jackson Reed HS are eliminated, that will create a serious access and equity problem for students east of rock creek park. Please don?t cut the D6. Kids take it to school and often don?t swipe since their routes are free. But that could affect your figures about how many people ride Public transit is a necessary public service in urban areas, the government needs to support this. I am dependent on the D2 to get to work and downtown. Please don ot eliminate it. I have no other mode of transportation available. There is no metro access nearby. The riders in this neighborhood pay their fares and are dependent and regular riders. Eliminating this bu	Bus Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus story be neared such as also serves hundreds of other kids in our community. As the only bus service to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct S2/S9 routes. Finding ways to get people to rail faster could boost ridership. Lastly, if the D31 and sister routes to Deal MS and Jackson Reed HS are eliminated, that will create a serious access and equity problem for students east of rock creek park. Please don?t cut the D6. Kids take it to school and often don?t swipe since their routes are free. But that could affect your figures about how many people ride Public transit is a necessary public service in urban areas, the government needs to support this. I am dependent on the D2 to get to work and downtown. Please don to eliminate it. I have no other mode of transportation available. There is no metro access nearby. The riders in this neighborhood pay their fares and re dependent and regular riders. Eliminating this bus would also c	Bus Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus store to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the 59 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct 52/S9 routes. Finding ways to get people to rail faster could boost ridership. Lastly, if the D31 and sister routes to Deal MS and Jackson Reed HS are eliminated, that will create a serious access and equity problem for students east of rock reek park. Please don't cut the D6. Kids take it to school and Often don't swipe since their routes are free. But that could affect your figures about how many people ride Public transit is a necessary public service in urban areas, the government needs to support this. I and dependent and regular riders. Eliminating this bus would also cut off countless school and othe parese don ot eliminate it. I have no other mode of transporta	Bus Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both hoys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus not only would serve our boys but it also serves hundreds of other kids in our community. As the only bus service to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the 59 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct 52/59 routes. Finding ways to get people to rail faster could boost ridership. Lastly, if the D31 and sister routes to Deal MS and Jackson Reed HS are eliminated, that will create a serious access and equity problem for students east of rock creek park. Please don?t cut the D6. Kids take it to school and often don?t swipe since their routes are free. But that could affect your figures about how many people ride Public transit is a necessary public service in urban areas, the government needs to support this. I am dependent on the D2 to get to work and downtown. Please don to teliminate i. I have no other mode of transportation available. There is no metro access nearby. The riders in this neighborhood pay their fares and are dependent and regular riders.	Bus Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus story be not work during rush hour. also serves hundreds of other kids in our community. As the only bus service to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct 52/S9 routes. Finding ways to get people to rail faster could boost ridership. Lastly, if the D31 and sister routes to Deal MS and Jackson Reed HS are eliminated, that will create a serious access and equity problem for students east of rock creek park. Please don?t cut the D6. Kids take it to school and often don?t swipe since their routes are free. But that could affect your figures about how many people ride Public transit is a necessary public service in urban areas, the government needs to support this. I am dependent on the D2 to get to work and downtown. Please do not eliminate it. I have no other mode of transportation available. There is no metro access nearby. The riders in this neighborhood pay their fares and are dependent and regular riders. Eliminating this bus	Bus Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus not only would serve our boys but it also serves hundreds of other kids in our community. As the only bus service to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct 52/S9 routes. Finding ways to get people to rail faster could boost ridership. Lastly, if the D31 and sister routes to Deal MS and Jackson Reed HS are eliminated, that will create a serious access and equity problem for students east of rock creek park. Please don?t cut the D6. Kids take it to school and often don?t swipe since their routes are free. But that could affect your figures about how many people ride Public transit is a necessary public service in urban areas, the government needs to support this. I am dependent on the D2 to get to work and downtown. Please don ot eliminate it. I have no other mode of transportation available. There is no metro access nearby. The riders in save money? Keeping to a regular scheudle, and having access to real time live updates of	Bus Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus store on the service was a station of the tids in our community. As the only bus service to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct 52/S9 routes. Finding ways to get people to rail faster could boost ridership. Lastly, if the D31 and sister routes to Deal MS and Jackson Reed HS are eliminated, that will create a serious access and equity problem for students east of rock creek park. Please don't cut the D6. Kids take it to school and often don?t swipe since their routes are free. But that could affect your figures about how many people ride Public transit is a necessary public service in urban areas, the government needs to support this. I am dependent on the D2 to get to work and downtown. Please don't bus information	Bus Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro open! People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus store on a service our boys but it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct S2/S9 routes. Finding ways to get people to rail faster could boost ridership. Lastly, if the D31 and sister routes to Deal MS and Jackson Reed HS are eliminated, that will create a serious access and equity problem for students east of rock creek park. Please don?t cut the D6. Kids take it to school and often don?t swipe since their routes are free. But that could affect your figures about how many people ride Public transportation available. There is no metro access nearby. The riders in this neighborhood pay their fares and are dependent and regular riders. Eliminating this bus would also cut off countless school children from Hardy Middle School and the Duke Ellington School of the Arts.	Bus Service
therefore, also functions to take people, including seniors, to and from the metro station. Service on this line should not be cut entirely as the bus line serves an important function. Keep Metro openl People work late hours, we need meteo to get to work during rush hour. My son will begin middle school at Deal next year. His brother will follow him there in 3 years. We also currently plan to send both boys to Jackson Reed. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus stops behind our house, and our plan is that both boys would use it to get to and from school. The M4 bus store to areas such as Hawthorne and Barnaby Woods, it also serves as a lifeline to many seniors. And, it helps transport many individuals to and from the metro for work. Eliminating this line entirely would be incredibly inconvenient for the community it serves. Gutting service will negatively impact existing ridership. I enjoy metro because it?s frequent and reliable. I have seen rampant turnstile jumping every day at Silver Spring; and other metro stations, i imagine. I take the S9 a little out of the way to connect to metro rail, which provides a much better/faster experience than the more direct 52/S9 routes. Finding ways to get people to rail faster could boost ridership. Lastly, if the D31 and sister routes to Deal MS and Jackson Reed HS are eliminated, that will create a serious access and equity problem for students east of rock creek park. Please don't cut the D6. Kids take it to school and othen don't swipe since their routes are free. But that could affect your figures about how many people ride Public transit is a necessary public service in urban areas, the government needs to support this. I am dependent on the D2 to get to work and downtown. Please don't bus into information OUTSIDE of the stations (not just at the train levels) could help. Your propos	Bus Service

Comment	Category
There are a lot of public school students using buses but they are not accounted for (for example Hardy	
Middle School kids in Glover park). Cutting busses in the area will severely affect these kids' attendance	
(50 percent are out of bounds kids who rely on public transportation to get to school).	Bus Service
Our children take the bus to school as do teachers. My husband and I both take the bus and metro to	
work. The D2, D6, 33, 31, redline, n2, n6 and others will directly impact us for work and the education of our children	Rus Sanisa
I live in Glover Park. Every year since I?ve moved here it seems we?re addressing proposed cuts. My	Bus Service
neighborhood had. I metro rail access. We depend on buses to get us to Friendship Heights,	
Tenleytown or DuPont. Please do. It eliminate our bus service! Many residents (students employees,	
and the elderly) depend on public service for safe, dependable travel throughout the district. Do. Or	
make Glover Park a transportation no-man?s land.	Bus Service
Public transportation in the nation?s capital is essential. Cutting lines and hours of service is a	
disservice to the residents and taxpayers.	Bus Service
cut free rides routes, or collect fare. Less service is better than no service at all. A very high proportion	
of passengers don't pay fare, this has to change !! Get federal money. Too much money has been	
supporting other countries for free, now we have to cut our services	Bus Service
Service is everything. People will pay more if they can go somewhere quickly and reliably without	
overcrowding. If you opt to raise fares, charge people who make shorter rides more rather than across	
the board increases. People often commute far because they can?t afford to live closer. So now you?re	
essentially asking the most from those who can afford it the least. I honestly think if you drop the fares	
for distance riders, you?ll recoup the money through greater ridership. New York City charges everyone	
in their system the same fare.	Fares/Fees/Parking
I'm only just starting to be able to take Metro again to my job that ends after midnight, and it's been	Dell Consistent
such a gift. I'd hate to lose transit access again and have to go back to taking expensive rideshares. 1. Eliminating the D31 service would significantly impact children?s ability to attend Deal middle school	Rail Service
	Rue Canada
and Jackson Reed high school. 2. Get Maryland and Virginia to fully fund metro. It?s ridiculous. The plan to close stations is a death sentence for the system, and for the neighborhoods it serves.	Bus Service
Cleveland Park, for example, has been terrorized for several years now by the department of	
transportation while it made ?improvements? to infrastructure, the roadway (Connecticut Avenue),	
and the pedestrian environment. The results render the neighborhood less viable. Closure of the	
Cleveland Park station would fundamentally kill off a historic neighborhood. The idea of decreasing	
service while making it easier for suburban nights to drive into. The city is fundamentally an assault on	
sustainability. Make this thing work financially, will you? It?s your job.	Operating Budget, Management and Spending
The D6 is the only bus providing service to the Georgetown and Sibley hospitals and there is no other	
bus to the Palisades, which is without any metro service. Stopping the d6 would be a catastrophe for	
that neighbourhood and people there who don?t drive and need to get to work to or from there.	Bus Service
While I haven't studied this in depth, it appears that the Maryland routes could be potentially subject	
to more cuts than the Virginia routes. Why is this the case? Are there more routes in Maryland? Is	
Virginia providing more money to support Metro than Maryland? I was undertake impression that Va	
was stalling on providing funds for Metro.	Bus Service
We used T2 a lot working around Bethesda area	Bus Service
Cutting services and increasing prices only makes people more likely to drive.	Miscellaneous
Eliminating Bus routes would severely impact access to the metrorail system and would certainly	
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership.	Bus Service
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting	Bus Service
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely.	Bus Service Bus Service
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental	Bus Service
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers	Bus Service Bus Service Bus Service
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated.	Bus Service Bus Service
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare	Bus Service Bus Service Bus Service Fares/Fees/Parking
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable.	Bus Service Bus Service Bus Service
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare	Bus Service Bus Service Bus Service Fares/Fees/Parking
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer	Bus Service Bus Service Bus Service Fares/Fees/Parking MetroAccess
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city.	Bus Service Bus Service Bus Service Fares/Fees/Parking MetroAccess Bus Service
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. Service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should decrease their paychecks	Bus Service Bus Service Bus Service Fares/Fees/Parking MetroAccess Bus Service
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should decrease their paychecks At times when global warming is threatening us, the use of public transportation should be encouraged. Increasing fares or reducing service will definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car)	Bus Service Bus Service Bus Service Fares/Fees/Parking MetroAccess Bus Service
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. Service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should decrease their paychecks At times when global warming is threatening us, the use of public transportation should be encouraged. Increasing fares or reducing service will definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car) People rely on the Metro and are consistently disappointed in it. How can you talk of cutting service or	Bus Service Bus Service Bus Service Fares/Fees/Parking MetroAccess Bus Service Miscellaneous
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should decrease their paychecks At times when global warming is threatening us, the use of public transportation should be encouraged. Increasing fares or reducing service will definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car) People rely on the Metro and are consistently disappointed in it. How can you talk of cutting service or raising fares when you can't run it efficiently as it is? There are constant breakdowns/service	Bus Service Bus Service Bus Service Fares/Fees/Parking MetroAccess Bus Service Miscellaneous
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should dericase their paychecks At times when global warming is threatening us, the use of public transportation should be encouraged. Increasing fares or reducing service will definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car) People rely on the Metro and are consistently disappointed in it. How can you talk of cutting service or raising fares when you can't run it efficiently as it is? There are constant breakdowns/service interruptions, no dialogue to passengers when there are issues that interrupt service and no	Bus Service Bus Service Bus Service Fares/Fees/Parking MetroAccess Bus Service Miscellaneous
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should decrease their paychecks At times when global warming is threatening us, the use of public transportation should be encouraged. Increasing fares or reducing service will definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car) People rely on the Metro and are consistently disappointed in it. How can you talk of cutting service or raising fares when you can't run it efficiently as it is? There are constant breakdowns/service interruptions, no dialogue to passengers when there are issues that interrupt service and no contingency plans ready when there are as udden breakdowns. I see fare jumping daily and nothing is	Bus Service Bus Service Bus Service Fares/Fees/Parking MetroAccess Bus Service Miscellaneous
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. Service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should decrease their paychecks At times when global warming is threatening us, the use of public transportation should be encouraged. Increasing fares or reducing service will definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car) People rely on the Metro and are consistently disappointed in it. How can you talk of cutting service or raising fares when you can't run it efficiently as it is? There are constant breakdowns/service interruptions, no dialogue to passengers when there are issues that interrupt service and no contingency plans ready when there are sudden breakdowns. I see fare jumping daily and nothing is done, yet the rest of us who use the system correctly are faces with fare increases. People are leaving	Bus Service Bus Service Bus Service Fares/Fees/Parking MetroAccess Bus Service Miscellaneous
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car) People rely on the Metro and are consistently disappointed in it. How can you talk of cutting service interruptions, no dialogue to passengers when there are issues that interrupt service and no contingency plans ready when there are sudden breakdowns. I see fare jumping daily and nothing is done, yet the rest of us who use the system correctly are faces with fare increases. People are leaving Metro use because they cannot count on the service working correctly and getting them where they	Bus Service Bus Service Bus Service Fares/Fees/Parking MetroAccess Bus Service Miscellaneous
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should decrease their paychecks At times when global warming is threatening us, the use of public transportation should be encouraged. Increasing fares or reducing service will definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car) People rely on the Metro and are consistently disappointed in it. How can you talk of cutting service or raising fares when you can't run it efficiently as it is? There are constant breakdowns/service interruptions, no dialogue to passengers when there are issues that interrupt service and no contingency plans ready when there are sudden breakdowns. I see fare jumping daily and nothing is done, yet the rest of us who use the system correctly are faces with fare increases. People are leaving Metro use because they cannot count on the service working correctly and getting them where they need to go efficiently and smoothly. The riders are consistently let down. Now they have to face the	Bus Service Bus Service Fares/Fees/Parking MetroAccess Bus Service Miscellaneous Fares/Fees/Parking
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should decrease their paychecks At times when global warming is threatening us, the use of public transportation should be encouraged. Increasing fares or reducing service will definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car) People rely on the Metro and are consistently disappointed in it. How can you talk of cutting service or raising fares when you can't run it efficiently as it is? There are constant breakdowns/service interruptions, no dialogue to passengers when there are issues that interrupt service and no contingency plans ready when there are sudden breakdowns. I see fare jumping daily and nothing is done, yet the rest of us who use the system correctly are faces with fare increases. People are leaving Metro use because they cannot count on the service working correctly and getting them where they need tog efficiently and smoothly. The riders are consistently let down. Now they have to face the possibility of high er fares and less service with no discussion of making the rides better.	Bus Service Bus Service Bus Service Fares/Fees/Parking MetroAccess Bus Service Miscellaneous
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. Service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should decrease their paychecks At times when global warming is threatening us, the use of public transportation should be encouraged. Increasing fares or reducing service will definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car) People rely on the Metro and are consistently disappointed in it. How can you talk of cutting service or raising fares when you can't run it efficiently as it is? There are constant breakdowns/service interruptions, no dialogue to passengers when there are issues that interrupt service and no contingency plans ready when there are sudden breakdowns. I see fare jumping daily and nothing is done, yet the rest of us who use the system correctly are faces with fare increases. People are leaving Metro use because they cannot count on the service working correctly and getting them where they need to go efficiently and smoothly. The riders are consistently let down. Now they have to face the possibility of high er fares and less service with no discussion of making ther rides better. Do not cut the bus routes. Specifically bus 96 do not cut and b	Bus Service Bus Service Fares/Fees/Parking MetroAccess Bus Service Miscellaneous Fares/Fees/Parking Fares/Fees/Parking
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents an one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should dericease their paychecks At times when global warming is threatening us, the use of public transportation should be encouraged. Increasing fares or reducing service will definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car) People rely on the Metro and are consistently disappointed in it. How can you talk of cutting service or raising fares when you can't run it efficiently as it is? There are constant breakdowns/service interruptions, no dialogue to passengers when there are issues that interrupt service and no contingency plans ready when there are sudden breakdowns. I see fare jumping daily and nothing is done, yet the rest of us who use the system correctly are faces with fare increases. People are leaving Metro use because they cannot count on the service working correctly and getting them where they need to go efficiently and smoothly. The riders are consistently let down. Now they have to face the possibility of high er fares and less service with no discussion of making the rides better. Do not cut the bus routes. Specifically bus 96 do not cut and	Bus Service Bus Service Fares/Fees/Parking MetroAccess Bus Service Miscellaneous Fares/Fees/Parking
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should decrease their paychecks At times when global warming is threatening us, the use of public transportation should be encouraged. Increasing fares or reducing service will definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car) People rely on the Metro and are consistently disappointed in it. How can you talk of cutting service or raising fares when you can't run it efficiently as it is? There are constant breakdowns/service interruptions, no dialogue to passengers when there are issues that interrupt service and no contingency plans ready when there are sudden breakdowns. I see fare jumping daily and nothing is done, yet the rest of us who use the system correctly are faces with fare increases. People are leaving Metro use because they cannot count on the service working correctly and getting them where they need to go efficiently and smoothly. The riders are consistently let down. Now they have to face the possibility of high er fares and less service with no discussion of making the rides better. Do not cut the bus routes. Specifically bus 96 do not cut and bu	Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking Bus Service Bus Service Fares/Fees/Parking
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents an one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should dericease their paychecks At times when global warming is threatening us, the use of public transportation should be encouraged. Increasing fares or reducing service will definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car) People rely on the Metro and are consistently disappointed in it. How can you talk of cutting service or raising fares when you can't run it efficiently as it is? There are constant breakdowns/service interruptions, no dialogue to passengers when there are issues that interrupt service and no contingency plans ready when there are sudden breakdowns. I see fare jumping daily and nothing is done, yet the rest of us who use the system correctly are faces with fare increases. People are leaving Metro use because they cannot count on the service working correctly and getting them where they need to go efficiently and smoothly. The riders are consistently let down. Now they have to face the possibility of high er fares and less service with no discussion of making the rides better. Do not cut the bus routes. Specifically bus 96 do not cut and	Bus Service Bus Service Fares/Fees/Parking MetroAccess Bus Service Miscellaneous Fares/Fees/Parking Fares/Fees/Parking
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. Service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should decrease their paychecks At times when global warming is threatening us, the use of public transportation should be encouraged. Increasing fares or reducing service will definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car) People rely on the Metro and are consistently disappointed in it. How can you talk of cutting service or raising fares when you can't run it efficiently as it is? There are constant breakdowns/service interruptions, no dialogue to passengers when there are issues that interrupt service and no contingency plans ready when there are sudden breakdowns. I see fare jumping daily and nothing is done, yet the rest of us who use the system correctly are faces with fare increases. People are leaving Metro use because they cannot count on the service working correctly and getting them where they need tog efficiently and smoothly. The riders are consistently let down. Now they have to face the possibility of high er fares and less service with no discussion of making the rides better. Do not cut the bus routes. Specifically bus 96 do not cut and bus	Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking Bus Service Bus Service Fares/Fees/Parking
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should dericase their paychecks At times when global warming is threatening us, the use of public transportation should be encouraged. Increasing fares or reducing service will definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car) People rely on the Metro and are consistently disappointed in it. How can you talk of cutting service or raising fares when you can't run it efficiently as it is? There are constant breakdowns/service interruptions, no dialogue to passengers when there are issues that interrupt service and no contingency plans ready when there are sudden breakdowns. I see fare jumping daily and nothing is done, yet the rest of us who use the system correctly are faces with fare increases. People are leaving Metro use because they cannot count on the service working correctly and getting them where they need to go efficiently and smoothly. The riders are consistently let down. Now they have to face the possibility of high er fares and less service with no discussion of making the rides better. Do not cut the bus routes. Specifically bus 96 do not cut and bu	Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking Bus Service Bus Service
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should decrease their paychecks At times when global warming is threatening us, the use of public transportation should be encouraged. Increasing fares or reducing service will definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car) People rely on the Metro and are consistently disappointed in it. How can you talk of cutting service or raising fares when you can't run it efficiently as it is? There are constant breakdowns/service interruptions, no dialogue to passengers when there are issues that interrupt service and no contingency plans ready when there are sudden breakdowns. I see fare jumping daily and nothing is done, yet the rest of us who use the system correctly are faces with fare increases. People are leaving Metro use because they cannot count on the service working correctly and getting them where they need to go efficiently and smoothly. The riders are consistently let down. Now they have to face the possibility of higher fares and less service with no discussion of making the rides better. Do not cut the bus routes. Specifically bus 96 do not cut and bus	Bus Service Bus Service Bus Service Fares/Fees/Parking MetroAccess Bus Service Miscellaneous Fares/Fees/Parking Fares/Fees/Parking Bus Service Bus Service
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should decrease their paychecks At times when global warming is threatening us, the use of public transportation should be encouraged. Increasing fares or reducing service will definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car) People rely on the Metro and are consistently disappointed in it. How can you talk of cutting service or raising fares when you can't run it efficiently as it is? There are constant breakdowns/service interruptions, no dialogue to passengers when there are issues that interrupt service and no contingency plans ready when there are sudden breakdowns. I see fare jumping daily and nothing is done, yet the rest of us who use the system correctly are faces with fare increases. People are leaving Metro use because they cannot count on the service working correctly and getting them where they need to go efficiently and smoothly. The riders are consistently let down. Now they have to face the possibility of high er fares and less service with no discussion of making the rides better. Do not cut the bus routes. Specifically bus 96 do not cut and bu	Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Fares/Fees/Parking Fares/Fees/Parking
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should decrease their paychecks At times when global warming is threatening us, the use of public transportation should be encouraged. Increasing fares or reducing service will definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car) People rely on the Metro and are consistently disappointed in it. How can you talk of cutting service or raising fares when you can't run it efficiently as it is? There are constant breakdowns/service interruptions, no dialogue to passengers when there are issues that interrupt service and no contingency plans ready when there are sudden breakdowns. I see fare jumping daily and nothing is done, yet the rest of us who use the system correctly are faces with fare increases. People are leaving Metro use because they cannot count on the service working correctly and getting them where they need to go efficiently and smoothly. The riders are consistently let down. Now they have to face the possibility of high er fares and less service with no discussion of making the rides better. Do not cut the bus routes. Specifically bus 96 do not cut and bu	Bus Service Bus Service Fares/Fees/Parking MetroAccess Bus Service Miscellaneous Fares/Fees/Parking Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Fares/Fees/Parking
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should decrease their paychecks At times when global warming is threatening us, the use of public transportation should be encouraged. Increasing fares or reducing service will definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car) People rely on the Metro and are consistently disappointed in it. How can you talk of cutting service or raising fares when you can't run it efficiently as it is? There are constant breakdowns/service interruptions, no dialogue to passengers when there are issues that interrupt service and no contingency plans ready when there are souden breakdowns. I see fare jumping daily and nothing is done, yet the rest of us who use the system correctly are faces with fare increases. People are leaving Metro use because they cannot count on the service working correctly and getting them where they need tog officiently and smoothly. The riders are consistently let down. Now they have to face the possibility of high er fares and less service with no discussion of making the rides better. Do not cut the bus routes. Specifically bus 96 do not cut and bus	Bus Service Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should decrease their paychecks At times when global warming is threatening us, the use of public transportation should be encouraged. Increasing fares or reducing service will definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car) People rely on the Metro and are consistently disappointed in it. How can you talk of cutting service or raising fares when you can't run it efficiently as it is? There are constant breakdowns/service interruptions, no dialogue to passengers when there are issues that interrupt service and no contingency plans ready when there are sudden breakdowns. I see fare jumping daily and nothing is done, yet the rest of us who use the system correctly are faces with fare increases. People are leaving Metro use because they cannot count on the service working correctly and getting them where they need to go efficiently and smoothly. The riders are consistently let down. Now they have to face the possibility of high er fares and less service with no discussion of making the rides bettar. Do not cut the bus routes. Specifically bus 96 do not cut and bu	Bus Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Fares/Fees/Parking Bus Service Fares/Fees/Parking Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should decrease their paychecks At times when global warming is threatening us, the use of public transportation should be encouraged. Increasing fares or reducing service will definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car) People rely on the Metro and are consistently disappointed in it. How can you talk of cutting service or raising fares when you can't run it efficiently as it is? There are constant breakdowns/service interruptions, no dialogue to passengers when there are issues that interrupt service and no contingency plans ready when there are suden breakdowns. I see fare jumping daily and nothing is done, yet the rest of us who use the system correctly are faces with fare increases. People are leaving Metro use because they cannot count on the service working correctly and getting them where they need to go efficiently and smoothly. The riders are consistently let down. Now they have to face the possibility of high er fares and less service with no discussion of making the rides better. Do not cut the bus routes. Specifically bus 96 do not cut and bus	Bus Service Bus Service Fares/Fees/Parking MetroAccess Bus Service Miscellaneous Fares/Fees/Parking Fares/Fees/Parking Bus Service Fares/Fees/Parking Bus Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Fares/Fees/Parking
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should decrease their paychecks At times when global warming is threatening us, the use of public transportation should be encouraged. Increasing fares or reducing service will definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car) People rely on the Metro and are consistently disappointed in it. How can you talk of cutting service or raising fares when you can't run it efficiently as it is? There are constant breakdowns/service interruptions, no dialogue to passengers when there are issues that interrupt service and no contingency plans ready when there are sudden breakdowns. I see fare jumping daily and nothing is done, yet the rest of us who use the system correctly are faces with fare increases. People are leaving Metro use because they cannot count on the service working correctly and getting them where they need tog oe efficiently and smoothly. The riders are consistently let down. Now they have to face the possibility of high er fares and less service with no discussion of making the rides better. Do not cut the bus routes. Specifically bus 96 do not cut and b	Bus Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Fares/Fees/Parking Bus Service Fares/Fees/Parking Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should decrease their paychecks At times when global warming is threatening us, the use of public transportation should be encouraged. Increasing fares or reducing service will definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car) People rely on the Metro and are consistently disappointed in it. How can you talk of cutting service or raising fares when you can't run it efficiently as it is? There are constant breakdowns/service interruptions, no dialogue to passengers when there are issues that interrupt service and no contingency plans ready when there are sudden breakdowns. I see fare jumping daily and nothing is done, yet the rest of us who use the system correctly are faces with fare increases. People are leaving Metro use because they cannot count on the service working correctly and getting them where they need to go efficiently and smoothly. The riders are consistently let down. Now they have to face the possibility of high er fares and less service with no discussion of making the rides better. Do not cut the bus routes. Specifically bus 96 do not cut and bu	Bus Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Fares/Fees/Parking Bus Service Fares/Fees/Parking Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should decrease their paychecks At times when global warming is threatening us, the use of public transportation should be encouraged. Increasing fares or reducing service will definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car) People rely on the Metro and are consistently disappointed in it. How can you talk of cutting service or raising fares when you can't run it efficiently as it is? There are constant breakdowns/service interruptions, no dialogue to passengers when there are issues that interrupt service and no contingency plans ready when there are sudden breakdowns. I see fare jumping daily and nothing is done, yet the rest of us who use the system correctly are faces with fare increases. People are leaving Metro use because they cannot count on the service working correctly and getting them where they need to go efficiently and smoothly. The riders are consistently let down. Now they have to face the possibility of high er fares and less service with no discussion of making the rides better. Do not cut the bus routes. Specifically bus 96 do not cut and bu	Bus Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Fares/Fees/Parking Bus Service Fares/Fees/Parking Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should decrease their paychecks At times when global warming is threatening us, the use of public transportation should be encouraged. Increasing fares or reducing service will definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car) People rely on the Metro and are consistently disappointed in it. How can you talk of cutting service or raising fares when you can't run it efficiently as it is? There are constant breakdowns/service interruptions, no dialogue to passengers when there are issues that interrupt service and no contingency plans ready when there are sudden breakdowns. I see fare jumping daily and nothing is done, yet the rest of us who use the system correctly are faces with fare increases. People are leaving Metro use because they cannot count on the service working correctly and getting them where they need tog oe fficiently and smoothly. The riders are consistently let down. Now they have to face the possibility of high er fares and less service with no discussion of making the rides better. Do not cut the bus routes. Specifically bus 96 do not cut and bu	Bus Service Bus Service Bus Service Fares/Fees/Parking MetroAccess Bus Service Miscellaneous Fares/Fees/Parking Fares/Fees/Parking Bus Service Fares/Fees/Parking
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should decrease their paychecks At times when global warning is threatening us, the use of public transportation should be encouraged. Increasing fares or reducing service will definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car) People rely on the Metro and are consistently disappointed in it. How can you talk of cutting service or raising fares when you can't run it efficiently as it is? There are constant breakdowns/service interruptions, no dialogue to passengers when there are issues that interrupt service and no contingency plans ready when there are sudden breakdowns. I see fare jumping daily and nothing is done, yet the rest of us who use the system correctly are faces with fare increases. People are leaving Metro use because they cannot count on the service working correctly and getting them where they need to go efficiently and smoothly. The riders are consistently let down. Now they have to face the possibility of high er fares and less service with no discussion of making the rides better. Do not cut the bus routes. Specifically bus 96 do not cut and bu	Bus Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Fares/Fees/Parking Bus Service Fares/Fees/Parking Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime
Eliminating Bus routes would severely impact access to the metrorail system and would certainly decrease ridership. Bus route, frequency, and hour cuts all make the metro much harder to take advantage of for getting around the city and would likely have me stop using it almost entirely. service cuts and price increase would be detrimental Fare increases may be necessary, but more of the burden should fall on tourists rather than taxpayers who are already paying. The flat weekend fare should be eliminated. Please maintain the current MetroAccess service area and times of service. Please maintain a flat fare for all MetroAccess customers that is fair and affordable. Currently Routes 32 and 36 offer Ward 7 residents a one seat ride downtown. Forcing them to transfer to metrorail would incur additional expenses for some of the lowest income parts of the city. Maybe as an example all members of the board should decrease their paychecks At times when global warming is threatening us, the use of public transportation should be encouraged. Increasing fares or reducing service will definitely not serve this purpose as people will go for more polluting alternatives (Uber, personal car) People rely on the Metro and are consistently disappointed in it. How can you talk of cutting service or raising fares when you can't run it efficiently as it is? There are constant breakdowns/service interruptions, no dialogue to passengers when there are issues that interrupt service and no contingency plans ready when there are sudden breakdowns. I see fare jumping daily and nothing is done, yet the rest of us who use the system correcity are faces with fare increases. People are leaving Metro use because they cannot count on the service working correcity and getting them where they no ond cut the bus routes. Specifically bus 96 do not cut and bus #24 in Maryland. I wish the 24 bus to run on Sundays. I work at the congressional country club, and i heavily rely on the T2 line. Please do not cut this line because it will impact my and my	Bus Service Bus Service Bus Service Fares/Fees/Parking MetroAccess Bus Service Miscellaneous Fares/Fees/Parking Fares/Fees/Parking Bus Service Fares/Fees/Parking

Comment Second and Second and Se		
engleicher der protectes ausgehören einer	Comment	Category
bit bit Sig bit		
mit my drag grag to the set storp set best, minited best de la set best de la set of the set of th		
he dis is affinite and here an		
incl from output has dependence of the the business dependence of the and many and the sector of the and many and the sector of the and many and the sector of the and the sector of the and the sector of the secto		
Noodby Find backet dotted to the set proof frame A model of a rand P model of a		
Low model (building) Low Since (building) Low Since (building) Low model (building) Low Since (building) Low Since (building) Low model (building) Low Since (building) Low Since (building) Low model (building) Low Since (building) Low Since (building) Low model (building) Low Since (building) Low Since (building) Low model (building) Low Since (building) Low Since (building) Low model (building) Low Since (building) Low Since (building) Low model (building) Low Since (building) Low Since (building) Low model (building) Low Since (building) Low Since (building) Low Model (building) Low Since (building) Low Since (building) Low Since (building) Low Since (building) Low Since (building) Low Since (building) Low Since (building) Low Since (building) Low Since (building) Low Since (building) Low Since (building) Low Since (building) Low Since (building) Low Since (building) Low Since (building) Low Since (building) Low Since (building) Low Since (building)	students using the bus to get home. My wife has mobility issues and uses the 96 to and from the	
Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix Lings appendix		
and a frage stateme wine state from - park adity, and the bar has landy ways stateme is a factor of the stateme is a state is a stateme is a stateme is a stateme is a stateme stateme is a stateme is a stateme stateme is a stateme is a stateme stateme is a stateme is a stateme stateme is a stateme i		Bus Service
impending for and give for access the genergh to access the decision of and genergh access the decision of access of access and acce		
mine and mean when we when the body opport the solution (when we we we want op up to work) graph and the solution opport to solution (when we we want op up to work) means a different solution (when we we we want op up to work) means a different solution (when we we we want op up to work) means a different solution (when we we we want op up to work) the solution (when we		
Sup gas enclup the lackborn of accounty with lack piper the hard if usis of the lack piper of states backborn of the lackborn of thackborn of the lackborn of the lackborn of the lackb		
Societ as troomstering and the subset of the		Capital Budget
artist a fonder that has. Major a los data a advance a naginary at weak of the second and the region. A third in the pathetic harder of the second and the region. A third is a second at		
month in source line should have much more line for sequel to use the source. Weeklay communor bed and control in an effective should be source. The source is the source is the source of the source		
iner of the providuation shows and about accumuly haper in the boutes of reference area increase in the second se		
ab. to journal to material and is a part of a fact begin that the grant of the the part of the part of the the part of the part of the the part of		
If Uo jow Add hort water to py hart for a the tree public comparison to them, and a direct set to hard for any set. If Hoo jow Add hort water to py hart for a direct set to hart direct set. If Hoo jow Add hort water to py hart for a direct set to hart direct set. If Hoo jow Add hort water to py hart for a direct set to hart direct set. If Hoo jow Add hort water to py hart for a direct set to hart direct set. If Hoo jow Add hort water set to hart direct set. If Hoo jow Add hort water set to hart direct set. If Hoo jow Add hort water set to hart direct set. If Hoo jow Add hort water set to hart direct set. If Hoo jow Add hort water set to hart direct set. If Hoo jow Add hort water set.		Dell Convine
sarded. The displant bit bit bit bit bit bit bit bit bit bi		Kall Service
minuth and is a currently use it 6 gives week. If the busies ratiosare to rottem, and where use any tells is since		
rind roken by any suggest of is, more papple would nee hous. I would he misrarums, is way to be any sub class of is a sub class of its register is a sub class of is a sub class. I sub class of is a sub class. I sub class of is a sub class. I sub class of is a sub class of is a sub class of is a sub class. I sub class of is a sub class of is a sub class of is a sub class. I sub class of is a sub class of is a sub class of is a sub class. I sub class of is a sub class of is a sub class of is a sub class. I sub class of is a sub class of is a sub class of is a sub class. I sub class of is a sub class of is a sub class. I sub class of is a sub class of is a sub class of is a sub class. I sub class of is a sub class of is a sub class of is a sub class. I sub class of is a sub class of is a sub class of is a sub class. I sub class of is a sub class of is a sub class of is a sub class. I sub class of is a sub class. I sub class of is a sub class. I sub class of is a sub class. I sub class of is a sub class. I sub class of is a su		
ontified by durb when there are trained dupp or tasks. If caudy due alternates, touch by the set or tasks of the set or the set or tasks of the set or		
Number of mercess cover and Merces relation. Number of the second s		
My neight housdo is already undersarded by mytots and metrolus. If all is to see moready help in a trank mytot. So service My neight housdo is already undersarded. So service Inter auth housd bette housdo is already alrea		
nin how furthers her streep in addition, though is not streep in physical to react any under streep in addition, though is not streep in a distribution of a		Rail Service
Instruct service PA Totes Stations beyond ML versons Statient as yound service Iso Service Press do not eliminate that is not set set is monitorized bases, we need now, repectably in the Morte ML is monitorized bases and the Morte ML is not set is monitorized bases and the Morte ML is not set is monitorized bases and the Morte ML is not set is monitorized bases and the ML is the Morte ML is not set is monitorized bases and the ML is the ML is not set is monitorized bases and the ML is the ML is not set is monitorized bases and the ML is the ML is the ML is not set is monitorized bases and the ML is the		
Pikes do sel minute D2 is to endyroute in my regiberhand and we do not have metra/ubary montring whet they are usable // ubares there is not netro/jubary service Bo Service Pines the histoch or many volker in hortor/jubary service Bo Service Bo Service Construction of many volker in hortor/jubary service Bo Service Bo Service Construction of many volker in hortor/jubary service Bo Service Service Construction of many volker in hortor/jubary service Bo Service Service Construction of many volker in hortor/jubary service Service Service Construction of many volker in hortor/jubary service Service Service Construction of many volker in hortor of wolk with hortor hortory burgers in hortoring gers in hortoring. These of the hortor hortor of the hortor hortor in hortory burgers in hortoring gers in hortoring. These of the hortor hortor in hortor hortor hortor hortoring. Construction hortor hortory hortor hortor hortory h		Rus Sanvica
acces styr, bits. Also we do not need is 13 and 31 band, we need note, negatably in the Service Dis Service Dis Service To met is lifeliated of narry workers in Notonica. Service Not how to solvey a totage start in the start i		
menning where they are usually lab where there is not here/haveny are situans analized to use the part of haven where is thoo and a work of an any works of the origin the source and the origin to be part of the origin to be the origin to the oris the origin to the origin to the origin to the origin t		
To the time lifebood of many workers in Potomac Bus Service To the time lifebood of many workers in Statum Bus Service A there surves and vial to the bath of the dry. Making it worker to appropriately fund be Metro. Th's an increase therein and the bath of the dry. Making it workers to appropriately fund be more workers in the bath of the dry. Making it workers to an iteration and the bath of the dry. Making it workers to built the bath of the dry. Making it workers to built the bath of the dry. Making it workers to built the bath of the dry. Making it workers to built the differ workers and service cuts are server and will only are to built the differ workers and service cuts are service and will only are to built the differ workers are different and the differs workers and the differs		Bus Service
important service and value to the health of the ciry. Making it worse to inde on is only going to decrease netarialy with all hear angeother and compounding effect. Thank you to the networked for all circles on the tops. The service service hearth of the service service hearth of the service service hearth of the service hearth	T2 line is the lifeblood of many workers in Potomac	Bus Service
decrease decay in the way in the an engenie and compounding effect. Think you to the meter owe in a foreit levels in consets in charge and service, not a builties. Budget deficit should't be addressed through here increases and service, not a builties. Budget deficit is not when the not work on the on the term is not a service in a service in a service in the notes who rety on there to the term is not service. The notes who rety on there to the term is not service. The notes who rety on there to the term is not rety on the notes who rety on there to the term is not rety on the notes who rety on the notes who rety on the term is not service. The notes who rety on the term is not service. The notes who rety on the term is not service. The notes who rety on the term is not service. The notes who rety on the term is not service. The notes who rety on the notes is not return or not service. The notes who rety on the notes is not return or not service. The notes of the term is not service. The notes of the term		
Image of the rest of the service of the service of the decises of through are increases of service, but by state, local, and decisal indices and investment. These fare of exists of the decisal of through are increases of service. The service of the decises of through are the decises bill investment in decises and errors of the decises of through are the decises bill investment in decises and errors of the decises and errors of the decises of the decises. The decise of the decises of the decises. The decises of the dec		
Meto is public service, not a businest. Budget deficits shouldn't be advessed through fire increases increases and service cuts are servere and will only serve to hurt the riders who reky on Meto the most, and those who work in lower-paying post to three increases and service cuts are servere and will only serve to hurt the riders who reky on Meto the most, and those who work in lower-paying post to driver. These three increases and service cuts are servere and will only serve to hurt the riders who reky on Meto the most, and those who work the ability to drive or own a vehicle. I moved to the Co are from beston Fiber servers ago and one of the drivers phates to driver, the cut will put runce care on the read and budget those without the ability to drive or own a vehicle. I moved to the Co are from beston Fiber servers are efficient and relatively affordabe. Not to mention that I the proposal to move the capitals and Witzeric to Horner's Yord ger through. Next on the provide and the provide cut on the servers are efficient and relatively affordabe. Not to mention that I the proposal to move the capitals and Witzeric true on a core post tools, the servers and bus and Metro routes are efficient and relatively affordabe. Not to mention that I the proposal to move the capitals and Witzeric true on a core post tools. Under from North Bethesda to Thyoarie server day for my commute. On a good day it can take an hoar and more change. Note bethesda to Thyoarie server day for my commute. On a good day it can take an hoard and the relatively affordabe. Notes the server structure and the server from North tools and the server regress, whole specifies the more and who the server server and the Structure server. Should you relate server true structure who work and the server regress. Who the server and server and the first efficient and relatively affordabe. Notes is the server structure server and server and server true of the core channes with or the server structure south of the server and server and server through and th		
or cuts to service, but by state, local, and federal increases in funding and meetment. These free free increases and service us are severe and wind wine werb that the free sub option fees fields by and the service shall have to have and the free sub options. These cuts will up that the free sub options free fields by the meenployee provided transit the free sub options. These cuts will up that can on the road of the forms free sub options to any shalles. These cuts will up that can on the road of the forms free sub options for keving the cut of Boston was the alymand performance of the that factor fees and performation. These cuts will up that can be can be that a shall to differ a cut of the differ all bills have and the bills in the service of the ket in the free sub options. The service shall the cut of the vise and the bills have an		Service Levels
Increases and service cuts are server and will only serve to hurt the index who rely on Metro the most, and those who out is lower, paying both are the lessifie by the weing upper provided rank the bek strang frees only discurges alternatives to driver. These cuts all part ore car on the road and burden those who that the shift to drive or own a whice, I moved to the DC area from Both Tour server ago and own of whomes not beams the construction of the base parts of thing in the DC area frees of discurges alternatives and reliability has reached a crisis point where ever employees are left to the driver factors free whomes to drive method the DC area from Both Tour by the Strang of the driver factors developed to the other parts of the Both Tour Strang free only discurges area free drive and reliability affortable. Not to mention that if the proposal to move the capitals and Witzen, encore on the Witzen of Both Tour Both Tour Both Tour Both Tour Inneys budget developed to thore on the strang of Both Tour Both Tour Both Tour Both Tour Inneys budget developed both Strang Strang More Tour Both		
and the who work in lower-paying jobs are the less likely to have employee-provided transt benefits is like more yor a work of the streng free sould be source free sould viscourages alternatives to driving. These cuts will put more cars on the road of the form free like bias of the source or work work etc. In work to the driving of the source or work work etc. In work the bias to a drive or work work etc. In work the bias to a drive or work work etc. In work the bias to a drive or work work etc. In work the bias to a drive or work work etc. In work the bias the adverse of the driving states are drived by the form of the best in the country and bas are drived by the form of the best in the country and bas are drived by the form of the best in the insue of the work in the source of the driving viscourages are provided to an area of the driving wind form best in the drived by drived by the source of th		
storage frees only discourages atternatives to driving. These cuts will put more cars on the road and built who the ability to drive or own a which. Invose to the D2 area from Boston for the HATA. The total lack of service and leability has reached arise joint where even employees are feeling the squeeze of workers not being able to commute. One of the best parts of living in the D2 area is the reliability of the Metro-Anedways are probably using or of the best th the county and bus and Metro routes are efficient and reliability. In strend will require INCRA-SEQS service on More tines, not is as the reliability of the Metro-Anedways are probably using and the county and bus and Metro routes are efficient. Sin at of converts. One of the best parts of living in the D2 area is the reliability of the Metro-Anedways are probably using and the county and bus and Metro routes are efficient and reliability. Is received. Second the county and bus and Metro routes are efficient and reliability is received. Prove the second the county and bus mere area. Who will have the exerce, my commute. On a good day it can take an hour and more or walk more after miniphil or make other risk choices. Higher fees will make us drive more. Methods for their constituents and the D1 or their regions, without spending the investment necessary takes phil trans thands in drives area. Were one there second from Metro for their constituents and the D10 or their regions, without spending the risk is statish (functional bus exerces constitue with D2 or adverter area will shyrochart for at anit, Metro) functional bus exerces constitue with D2 or adverter area will shyrochart for a train, beta and the faute, especially after visiting is drives and the faute especial bus with any exerce with a faute area for adverter faute and the faute especial bus the will and the drives and the faute especial bus with an ear adverter faute and the faute especial bus strend especial bus with and the faute especial bus the serves that the roper provides and make th		
burden those without the ability to drive or own a whick I. moved to the DC area from Boxing I. syste ago and own of the driving factors for leaving the UP obsonus by the system alprdramame. system and and own of the boxing the Commute. own of the Miring factor for leaving the UP obsonus by the system alprdramame. own of the boxing factor for leaving the UP of Boxing the UP obsonus the driving factors of Works not being alprd alprdrable. Not to nor or the best parts the country and bus and the tor see Dec and the way of Boxin.	like money on a Metro card. Raising parking fees could be a solution, but raising other fees like bike	
years ago and one of the diving factors for leaving the city of Boston was the abymal performance of the MBTA. The total lack of service and reliability has recented a citis point where even employs and the HBTA. The total lack of service and reliability has recented a citis point where even employs and the tor outces are efficient and relatively affordables. Not to mention that if the proposal to move the capitals and Witars to Potomes. Yard or will require INCRASD service on the country and bus and Mettor outces are efficient and relatively affordables. Not to mention that if the proposal to move the capitals and Witars to Potomes. Yard or will equire INCRASD service on the account and the and bus of mome hangs. Not all, four enduce evence, my commute. On a good day it can take an hour and some changs. Not all, four enduce evence, my commute. On a good day it can take an hour and don't do it. Members of my family depend on Metro service. Should you reduce service, we'll be forced to driv more or walk more a fare minipit or make other thirsty choices. Higher fees will make us drive more. The wards from Metro for their constituents and the NDI for their regions, without spending the investment necessary to keep their traisty choices. Higher fees will make us drive more. There is a scalarity intruding beace coordinate with hour to Sor adsorter at ext without the numbers of the Mull impact the largest schools in DC: and mary students ride without tere using function dan have funds promised into the future, especially after visiting Landon, Time, et where their fees fare can drive with if people have to wait 20 minutes for a train, herpit light the argest coordinate with the CSOr adsorter at ext with 20 minutes for a train, herpit light the argest coordinate with the destination in the stare and not mo function have in police the train and the destination in the stare and not mo for a train, herpit light the argent from one another. All the proposed hourd for huerines abolicity formatis and the mone in DC. Refit f		
he MTA. The tota lack of service and reliability has reached a criss point where even employes are feeling the squaree of workers not being able to commuto. One of the best in the courty and bus and Metro routs are of the fiftent and reliability of the Metro-headways are probably some of the best in the courty and bus and Metro routs are of the work of Static De the work of Static Metro and Static De the work of Static De the Werk De the trans transing. The second many students ride without even use of the second many students ride without even use of the second many students ride without even use of Static De the Static De the second conduct De the second many students ride without even use of the Static De the second readway for the Her static De the second readway for the the static De the second conduct De the second readway for the the static De the second readway for the the static De the second readway for the second readway for the the static De the second readway for the the sta		
feeling the squareze of workers not being able to commute. One of the best parts of living in the DC area is the reliability of the Metri- beakways are ordabality some of the best in the country and Metro routes are efficient and relatively affordable. Not to mention that if the proposal to move the Capitals and Warans to bottoms. Yard organs the workers of the proposal yard on seve the capitals and Warans to bottoms. Yard organs the workers of the proposal yard on seve the capitals and Warans to bottoms. Yard organs the workers of the proposal yard on seve the capitals and Warans to profite basiness. Operating Budget, Management and Spending ride from North Bethesid to to seve OC go the way of Boston. J personally don't seve the issue of Maria don?? do it. Operating Budget, Management and Spending Beta Service Bes Service Romebra of m family depend on Metro service. Should you refuce service, will be forced to be fully funded and have funding for make other trisky choices. Higher fees will make us drive more. Ferse/Fees/Parking Count of the Hords promised into the future, especially after visiting London, Time, etc where transit is actually fully functional because they can mean struster field without spending their free fare card (my own do) Prese cooxistons which after apart from one anobartor erast will devene without can at their work of the service. Should work of their erasting will devene without can attach will problematic for stating. If goef have to will absente the set will devene without can attach will problematic for stating. If goef have to will absente the set will devene without can attach will problematic for stating. If goef have to will absente the set will devene the set can attach will problematic for stande set in the service. Service		
area is the reliability of the Metro-headways are probably some of the best in the country and bus and Metro routes are efficient and reliability of affordable. Notion metror bat IF the proposal to move the Capitals and Wizards to Ptomax 'and grees through. Metro will require INCREASED service on those lines, not less'. Wand has to see OG pot way of Bostion 1, personally don't see the issue of Metro numing a budget deficit-ti is not a for-profit business. Inde from North Betheds to Tysons every day for my commute. On a good day 12 cm take an hour and one change. Not bad. If you reduce service, we'll be forced to drive more or walk more after midigith or make other risk; choices. Higher fees will make us drive more. More advert more or walk more after midigith or make to ther risk; choices. Higher fees will make us drive more. Wand virgina need to pay ther historical amounts plus an increase. Thereage point of fails the great plus an increase. Thereage point of fails the great plus and there are benefits and reliable an embarrasment for Metro no to be fully funded and have funds promised into the future, especially after visiting London, Time, et where trains it sactually fulf functional baces on their destination in that same amount of time. Costing stations will problematic for stations which are far apart from one another. All the proposed changes are harmful. Capited Hill NEECS the X3 and the D5. They are the only east-wet routes south of H street and noth dives from care of bay ther history is the sucre to mage there is visiting to mole full there area of Londom statice is stations. Will problemate to visit the submit of the consider south of the destination in that same amount of the cost and the ZDF students spected to get to school if you eliminate the Ma and shorten the Bay Service How on tart are DCPS students spected is great to middle school. In desting hubitic post of stations will not enserve is bus is the to middle school. In desting hubitic post of the MA will inpact of the metro in DC. Rides are		
Metro routes are efficient and relatively affordable. Not to mention that IF the proposal to move the Capitals and Warak's to bottoms' and goes through, Metro wall require NUREARED service on toose lines, not less. I would hate to see DC go the way of Boston. I personally don't see the issue of Metro Tride from North Bethesd to Tysons every day for my commute. On a good day it can take an hour and more change. Not Bud. I'you reduce service, my commute will easily hill 2 hours for one trip. Please don?t do it. Deareting Budget, Management and Spending Los Service Members of my family depend on Metro service, by Bud to the service, well be forced to drive more or walk more after midnight or make other, risky choices. Higher frees will make us drive more. The rewards from Aetro for their constituents and the ROI for their regions, without spending the investment necessary to keep their transt turnality. It is membarassimer good to fails the good to the future, especially after visiting London, Time, etc where thand is actually fulf functional Bucesset if Sa prointy. In theore are used their free fare cards (my own dol) Please coordinate with DECS or absentee rates will skyrocket 1 for a train, they'll just take a car because they control their depart hom one another. All the prope have to vait 20 minutes for a train, they'll just take a car because they control the agent from one another. All the prope have to vait 20 minutes their free fare cards (my own dol) Please coordinate with DECS or absentee rates will skyrocket 1 for a train, they'll just take a car because they can read their definition in that same amount of time. Choing stations with are fare agart from one another. All the prove they are take to save they are the only east-tweets to will diver will take to middle school. In addition, having no as tor savet 31 services take they provides and realize funding. That you fare seabsclute by horible and take away from the impact of t		
Capitals and Wizards to Potomax Y and goes through. Netto will require INCREASED service on those inces, not essi. Y would hat to see OE to through Obston. I, personally don't see the issue of Metro running a budget deficit-it is not a for-profit business. Operating Budget, Management and Spending Operating Budget deficit-it is not a for-profit business. Bus Service Bus Service Nembers of my family depend on Metro service, my commute will easily hit 2 hours for one trip. Please and it do it. Bus Service Bars Service Members of my family depend on Metro service, well make us drive more more or walk more after midget or mike other fisky choices. Higher fees will make us drive more more area in walk more after midget or mike other fisky choices. Higher fees will make us drive more more or walk more after midget or make other fisky choices. Higher fees will make us drive more transit is actually lify functional beace used is a priority. The an enbarrasment for Metro not be fully funded and have funds promised into the fulture, especially after visting London, Time, etc where transit is actually lify functional beace used is a priority. Hobers beace used is a priority. Hobers are will decrease if a spinity hore or beace used is a priority. Hobers are also will spixolet and the DCS or also many students fare where there fare fare carget stude is spinoty. Hobers are beace used there are fare shifts, Hobers are also will spixolet and the DCS or also many students fare and not to fully charget and transity. The shift are fare apart from one another. All the propose has service Fares/Fees/Parking Both the service ust and the fare increases will probe have to wait 20 minutes has service. Bus Service Bus Service <td></td> <td></td>		
numme budget deficit-t is not a for-porfit business. Operating Budget, Management and Spending iride from North Bethesds to Tysons every day for yn commute. On a good day it can take an hour and bus denage. Not bad. If you reduce service, my commute will easily hit 2 hours for one trip. Please don't do it. Bus Service Bembers of my family depend on Metro service. Should you reduce service, we'll be forced to drive more or walk more after mininght or make other risk, choices. Higher fees will make us drive more. Fares/Fees/Parking MD and Virginia need to pay their historical amounts plus an increase. These gov't officias resp all the investment necessary to keep their transit running: It is an embarassame for Metro not be fully funded and have funds promised into the future, especially after visiting London, Time, et where transit is actually fully functional bacessare it's a princip. Operating Budget, Management and Spending Cutting of the M4 will imget the largest schools in DC: and many students ride without even using for a tran, they?I just take a are because they can reach their destination in that same amount of time. Closing stations with are for a part from one another. All the proposed changes are harmful. Fares/Fees/Parking Bus Service Bus Service Woon Graft are DCPS students expected to get to school if you eliminate the M4 and shorten the Mass Ave. Bus Service Pares de not carreel the M4I Bus Service Bus Service Pares de not carreel the M4I Bus Service Bus Service		
in de from North Bethedat to Tysons vever (agv for my commute. On a good agvit can take an hour and some change. Not bad, if you reduce service, my commute will easily hit 2 hours for one trip. Please don?t do it. Bus Service Bus Service More after midnight or make other risky choices. Higher fees will make to drive more. Will any their historical announts plus an increase. These gor't officials reaga all the rewards from Metro for their constructions and the RD for their regions, without spending the investment necessary to keep their transit running. It is an embarrassment for Metro not to be fully funds announds plus an increase. These gor't officials reaga all the rewards from Metro for their constructions and the RD. Tor elder regions without spending the investment necessary to keep their transit unning. It is an embarrassment for Metro not to be fully funds conducting the funds and will impact the largest shools in DC: and many students ride without even using their free fare cards (my own dol) Please coordinate with DCPs or absentee rates will skyrocket! Fares/Fees/Parking Budget, Management and Spending Classity and will incore the increases will decrease idensity. In Papoi Plave to way 12 0 minutes for a train, they?Il just take a car because they can reach their destination in that same amount of time. Closing stations which are far apart from one another. All the proposed changes are harmful. Bus Service Bus Se	lines, not less. I would hate to see DC go the way of Boston. I personally don't see the issue of Metro	
some change. Not bad. If you reduce service, my commute will easily hit 2 hours for one trip. Please don't do it. Bus Service Members of my family depend on Metro service. Should you reduce service, we'll be forced to drive more ar walk more after midnight or make other risky choices. Higher fees will make us drive more. Fares/Fees/Parking Mon and Virginia need to pay their historical amounts blues an increase. These gov of faficals reap all the rewards from Metro for their constituents and the R01 for their regions, without spending the investment necessary to keep their basitorical amounts, this an embarrasment for Metro not to be fully funded and have funds promised into the future, especially after visiting London, Time, etx where transit is actually fully functical base usits 24 priority. Embarrasming. Operating Budget, Management and Spending Cutting of the M4 will impact the largest schools in DC: and many students ride without even using fuer free fare cask (my own dol) Please coordinate with DC9 or absenter rates will skrycoket! Fares/Fees/Parking Both the service cuts and the fare increases will decrease ridership. If people have to wait 20 minutes for a train, ther/NII just take a car because they can reach their destination in that same amount of time. Closing stations will problematic for stations which are far apart from one another. All the proposed mass Ave. Bus Service Now on Earth are DCPS students expected to get to school if you eliminate the M4 and shorten the Mass Ave. Bus Service News for an are to be strain strain the impact of the metro in DC. Riders are absolutely horible and take away from the impact of the metro in DC. Riders tout on top mass reside		
don't du i. Bus Service Members of my family depend on Metro service. Should you reduce service, we'll be forced to drive more or walk more after midnight or make other risky choices. Higher fees will make us drive more. Fares/Fees/Parking MD and Virginia need to pay their historical amounts plus an increase. These gov't officials reap all the rewards from Metro for their constituents and the KD for their regions, without spending the investment necessary to keep their transit running. It is an embarrassment for Metro not to be fully funded and have funds promised into the future, especially after visiting London, Time, et where transit is actually fully functional because it's a priority. Embarrassing. Operating Budget, Management and Spending Cutting of the M4 will impact the larget schools in DC: and many students ride without even using for a train, they'lig tatka ea car because they can reach their destination in that same amount of time. Fares/Fees/Parking Cosing stations will problematic for stations which are far apart from one another. All the proposed thangs are harmful. Bus Service Bus Service Bus Service How on Earth are DCPS students expected to get to school if you eliminate the M4 and shorten the should not punished for Metro? sinability to secure funding. Bus Service Please d not cancel the M4I Bus Service Please d not cancel the M4I Bus Service Prease for station may residents living in the wordley park, and wan Ness areas to get to thar areas of DC, inclusing the odoley Park, Cleveland Park, and Van Ness areas to get to thar areas of DC, inclusing the Woodley Park, and Van Ness areaser tog et to thar areas of DC, i		
Members of my family depend on Metro service. Should you reduce service, we'll be forced to drive more or walk more after midnight or make other risky choices. Higher fees will make us drive more. Fares/Fees/Parking Mo and Virginia need to pay their historical amounts plus an increase. These gor's officials reap all the rewards from Metro for their constituents and the ROI for their regions, without spending the investment necessary to keep their transt it unning. It is an embarrasment for Metro not to be fully funded and have funds promised into the future, especially after visiting London, Time, etc where transt is actually fully functional because it's a priority. Embarrasme. Operating Budget, Management and Spending Cutting of the M4 will impart the largest schools in DC: and many students ride without even using their free fare cards (my own dol) Please coordinates with DCPs or absence rates will skyrockett Fares/Fees/Parking Both he service cuts and the far increases: will decrease fidership. If people have to wait 20 minutes for a train, they?II just take a car because they can reach their destination in that same amount of time. Bus Service Copitol HIII NEEDS the X8 and the D6. They are the only east-west routes south of H street and north of Mass Ave. Bus Service Bus Service Please do not cancel the M41 Bus Service Bus Service Bus Service Please do not cancel the M41 Bus Service Capital Budget Capital Budget These proposals are absolutely horrible and take away from the impact of the metro in DC. Riders should not punished for Metro		
more or walk more after midnight or make other risky choices. Higher fees will make us drive more. Fares/Fees/Parking MD and Virginia need to pay their historical amounts plus an increase. These gov't officials reap all the reverts from Metro for their constituents and the ROI for their regions, without spending the investment necessary to keep their transit running. It is an embarrassment for Metro not to be fully funded and have gencially fully functional because it's a priority. Embarrassing. Operating Budget, Management and Spending. Cutting of the MW ill inpact the largets schools in DC: and many students ride without even using their free fare cards (my own dol) Please coordinate with DCPS or absentee rates will skynocktet! Pares/Fees/Parking Both the service cuts and the fare increases will decrease ridership. If people have to walt 20 minutes for a train, they?II just take a car because they can reach their destination in that same amount of time. Bus Service Capitol IIII NEEDS the XB and the DE. They are the only east-west routes south of H street and north of Mass Avec. Bus Service Bus Service Please do not cancel the M4I Des carce Bus Service Capital Budget These yous are assolutely horrbile and take away from the impact of them roin DC. Riders Capital Budget Capital Budget Thank you for same are assolutely horrbile and take away from the impact of them roin DC. Riders Capital Budget Capital Budget These yoosab are absolutely horrbile and take away from the impact of the mero in		BUS SERVICE
MD and Virginia need to pay their historical amounts plus an increase. These govt officials reap all the rewards from Metro for their constituents and the ROI for their regions, without spending the investment necessary to keep their transit running. It is an embarrasment for Metro not to be fully fund and have funds promised into the future, especially after visiting London, Time, etc. where transit is actually fully functional because it's a priority. Embarrasment, for Metro not to be fully their free fare cards (my own doi) Please coordinate with DCPS or absentee rates will skyrocket! Both the service cuts and the fare increases will decrease ridership. If people have to wait 20 minutes for a train, they?II just take a car because they can reach their destination in that same amount of time. Cosing stations will problematic for stations which are far apart from one another. All the propose Rass Ave. Rays Ave. I'm concerned about D2 going away, if?s the bus router my daughter will take to middle school. In addition, having no Sat or Sunday 31 or 33 service is limiting. Please do not caref the M41 These proposals are absolutely horrible and take away from the impact of the metro in DC. Riders should not punched for Metro?s inability to secure funding. Thank you for seeding subili (multi, Lapprecident all the services that Metro provides and realize funding. Thase yot oresking public innytic. Happrecident and hass		Fares/Fees/Parking
rewards from Metro for their constituents and the ROI for their regions, without spending the investment necessary to keep their transit running. It is an embarrassment for Metro not to be fully funded and have funds promised into the future, specially after visiting London, Time, et where transit is actually fully functional because it's a priority. Embarrassing. Cutting of the Mull Impact the largets schools IOC cand many students ride without even using their free fare cards (my own dol) Please coordinate with DCPS or absentee rates will skyrocket! Both the service cuts and the fare increases will decrease ridership. IF people have to wait 20 minutes for a train, they?II just take a care neach their destination in that same amount of time. Closing stations will problematic for stations which are far apart from one another. All the proposed changes are harmful. Closing stations will betto the XB and the D6. They are the only east-west routes south of H street and northor Mass Ave. How on Earth are DCPS students expected to get to school if you eliminate the M4 and shorten the Baddition, having no Sa or Sundar 31 or 33 service is limiting. Please do not cancel the M41 These proposals are absolutely horrible and take away from the impact of the metro in DC. Riders short and the route funding. These you cancel the M41 These for base is vial for many relidents living the Woodley Park, Cleveland Park and Van Ness are to get to other areas of DC, including many elderly residents who use this bus line to get gorcoreise. Cutting his live rough choices. Cutting his live noise and and ther on them approvides and realize funding shortfalls may require tough choices. Cutting his live noise and and conderly residents who use this bus line to get gorcoreise. Cutting his live and and ther northern parts of DC. It is vital for elderly residents living in these areas. Do not take it away The L2 bus line is similarly one of the only lines that connects Woodley Park, direcit to Adams Morgan and abter northern parts of DC. It is		······································
funded and have funds promised into the future, especially after visiting London, Time, etc where transit is actually fully functional because it's a priority. Embarrassing. Operating Budget, Management and Spending Cutting of the MW ill imgact the largest schools in DC: and many students ride without even using their free fare cards (my own dol) Please coordinate with DCPS or absentee rates will skyrocket! Fares/Fees/Parking Both the service cuts and the fare increases will decrease ridership. If people have to wait 20 minutes for a train, they?II just take a car because they can reach their destination in that same amount of time. Changes are harmful. Bus Service Capitol Hill NEDS the XB and the D6. They are the only east-west routes south of H street and north of Mass Ave. Bus Service Paw on Earth are DCPS students expected to get to school if you eliminate the M4 and shorten the didtion, having no Sat or Sunday 31 or 33 service is limiting. Bus Service Please do not cancel the M4! Bus Service Bus Service Capital have for seeking public input. I appreciate all the services that Metro provides and realize funding shortalis may require tough choices. Capital Budget These for other areas of DC, including many elderly residents who use this bus line to get groceries. Cutting this line is vital for many residents living the Woodley Park, Cleveland Park and Van Ness areas to get to other areas of DC, including many elderly residents who use this bus line to get groceries. Cutting this line would be an incredible disappointment and haske to many residents living in these areas. Do not take it away! The L2 bus line is similarly one of the only lines that connects Woodley Park, directly to Adams Morgan and		
transit is actually fully functional because it's a priority. Embarrassing. Operating Budget, Management and Spending Cutting of the M4 will impact the largest schools in DC: and many students ride without even using Fares/Fees/Parking Both the service cuts and the fare increases will decrease ridership. If people have to wait 20 minutes Fares/Fees/Parking Coloing stations will problematic for stations which are far apart from one another. All the proposed Bus Service Chaing as are harmful. Bus Service Capitol HIII NEEDS the X8 and the D6. They are the only east-west routes south of H street and north of Mass Ave. Bus Service Mass Ave. Bus Service Pion concerned about D2 going away, it?s the bus route my daughter will take to middle school. In Bus Service addition, having no Sat or Sunday 31 or 33 service is limiting. Bus Service Please do not cancel the M41 Bus Service These proposals are absolutely horible and take away from the impact of the metro in DC. Riders Capital Budget Should not punished for Metro?s inability to secure funding. Capital Budget These proposals are absolutely horible and take away from the simal one on the sub sub route may residents living in the wooldey Park, Cleveland Park and Van Ness areas Capital Budget Cutto the rareas of DC, including many elderts living the Woolley Park, Cleveland Park and Van Ness areas Cap		
Cutting of the M4 will impact the largest schools in DC: and many students ride without even using their free fare cards (my own dol) Please coordinate with DCPS or absentee rates will skyrocket! Fares/Fees/Parking Both the service cuts and the fare increases will decrease ridership. If people have to wait 20 minutes for a train, they?II just take a car because they can reach their destination in that same amount of time. Closing stations which are far apart from one another. All the proposed bus service Bus Service Capitol Hill NEDS the X8 and the D6. They are the only east-west routes south of H street and north of Mass Ave. Bus Service How on Earth are DCPS students expected to get to school if you eliminate the M4 and shorten the didle school. In addition, having no Sat or Stunday 31 or 33 service is limiting. Bus Service Please do not cancel the M41 Bus Service Bus Service These proposals are absolutely horrible and take away from the impact of the metro in DC. Riders should not punished for Metro's inability to secure funding. Capital Budget The 96 bus line is vital for many residents living the Woodley Park, Cleveland Park and Van Ness areas to get to other areas of DC, including many elderly residents who use this bus line to get groceries. Cutting this line incredible disponitment and haske to many residents living in these areas. Do not take it away! The L2 bus line is similarly one of the only lines that connects Woodley Park directly to Adams Morgan area since there sis ot an ency to there (weodley Park metro stop is absolutely not close enough by walking for these residents). Do not cut the L2 line short, keep it tis Bus Service <t< td=""><td></td><td></td></t<>		
their free fare cards (my own dol) Please coordinate with DCPS or absentee rates will skyrocket! Both the service cuts and the fare increases will decrease ridership. If people have to wait 20 minutes for a train, they?ll just take a car because they can reach their destination in that same amount of time. Closing stations will problematic for stations which are far apart from one another. All the proposed changes are harmful. Capitol Hill NEEDS the X8 and the D6. They are the only east-west routes south of H street and north of Mass Ave. How on Earth are DCPS students expected to get to school if you eliminate the M4 and shorten the addition, having no Sat or Sunday 31 or 33 service is limiting. Please do not cancel the M41 These proposals are absolutely horrible and take away from the impact of the metro in DC. Riders should not punished for Metro's inability to secure funding. The stop cost is similarly one of the only lines that Metro provides and realize funding shortfalls may require tough choices. The 96 bus line is vital for many residents living the Woodley Park, Cleveland Park and Van Ness areas to get to other areas of DC, including many elderly residents who use this bus line to get groeries. Cutting this line would be an incredible disappointment and hasse to many residents living in these areas. Do not take it away The L2 bus line is similarly one of the only lines that connects Woodley Park directly to Adams Morgan area since there is not a metry scidents woodley Park wetro stop is absolutely not close enough by walking for these residents). Do not cut the L2 line should shopping in the Adams Morgan area since there is not a metro stop close to there (the Woodley Park directly to Adams Morgan area since there is not a metro stop close to there (the Woodley Park directly to Adams Morgan area since there is not a metro stop close to there (the Woodley Park directly to Adams Morgan area since there is not a metro stop close to there (the Woodley Park dis tit is) wili is (is) line would hean entret s		Uperating Budget, Management and Spending
Both the service cuts and the fare increases will decrease ridership. If people have to wait 20 minutes for a train, they?II just take a car because they can reach their destination in that same amount of time. Closing stations will problematic for stations which are far apart from one another. All the proposed changes are harmful. Capitol Hill NEDS the X8 and the D6. They are the only east-west routes south of H street and north of Mass Ave. How on Earth are DCPS students expected to get to school if you eliminate the M4 and shorten the addition, having no Sat or Sunday 31 or 33 service is limiting. Please do not cancel the M41 These proposals are absolutely horrible and take away from the impact of the metro in DC. Riders should not punished for Metro? inability to secure funding. The 96 bus line is vital for many residents living the services that Metro provides and realize funding shortfalls may require tough choices. The 96 bus line is vital for many residents living the Woodley Park, Cleveland Park and Van Ness areas to get to other areas of DC. In its vital for ledierly residents grocery shopping in the Adams Morgan area since there is not a metro stop close to there (the Woodley Park directly to Adams Morgan area since there is not a metro stop close to there (the Woodley Park metro stop is absolutely not close enough by walking for these residents). Do not cut the L2 line short, keep it the way it is! Please do not eliminate the 96 bus, it is a critical connector from the Cathedral Heights area (which is		Fares/Fees/Parking
for a train, they?ll just take a car because they can reach their destination in that same amount of time. Bus Closing stations will problematic for stations which are far apart from one another. All the proposed Bus Service Capitol Hill NEEDS the X8 and the D6. They are the only east-west routes south of H street and north of Mass Ave. Bus Service How on Earth are DCPS students expected to get to school if you eliminate the M4 and shorten the Bus Service Bus Service I?m concerned about D2 going away, it?s the bus route my daughter will take to middle school. In addition, having no Sat or Sunday 31 or 33 service is limiting. Bus Service Please do not cancel the M41 Bus Service Capital Budget Thank you for seeking public input. I appreciate all the services that Metro provides and realize funding shortfalls may require tough choices. Capital Budget The 96 bus line is vital for many residents living the Woodley Park, Cleveland Park and Van Ness areas to get groceries. Capital Budget Cutting this line would be an incredible disappointment and hassle to many residents living in these areas. Do not take it awayl The L2 bus line is similarly one of the only lines that connects Woodley Park, Merodey Park, Broyne it is similarly one of the only lines that connects Woodley Park metro stop is absolutely not close enough by walking for these residents). Do not cut the L2 line short, keep it tis. Bus Service Please do not eliminate the 96 bus, it is a critical connector from the Catherdral Heights area (which is Bus Service		i arconi arconi ar Ning
Closing stations will problematic for stations which are far apart from one another. All the proposed Bus Service Capitol Hill NEEDS the X8 and the D6. They are the only east-west routes south of H street and north of Bus Service Mass Ave. Bus Service How on Earth are DCPS students expected to get to school if you eliminate the M4 and shorten the Bus Service 17m concerned about D2 going away, it?s the bus route my daughter will take to middle school. In addition, having no Sat or Sunday 31 or 33 service is limiting. Bus Service Please do not cancel the M4! Bus Service Capital Budget Thank you for seeking public input. 1 appreciate all the services that Metro provides and realize funding. Capital Budget The 96 bus line is vital for many residents living the Woodley Park, Cleveland Park and Van Ness areas to get to char and other on the only lines that connects Woodley Park Capital Budget The 96 bus line is similarly one of the only lines that connects Woodley Park Capital for many residents living in these areas. Do not take it away! The L2 bus line is similarly one of the only lines that connects Woodley Park Capital for capital Budget Keep it the way it is! Bus Service Bus Service Please do not eliminate the 96 bus, it is a critical connector from the Cathedral Heights area (which is Bus Service		
Capitol Hill NEEDS the X8 and the D6. They are the only east-west routes south of H street and north of Mass Ave. Bus Service How on Earth are DCPS students expected to get to school if you eliminate the M4 and shorten the Bus Service Bus Service I'm concerned about D2 going away, it?s the bus route my daughter will take to middle school. In addition, having no Sat or Sunday 31 or 33 service is limiting. Bus Service Please do not cancel the M4! Bus Service These proposals are absolutely horrible and take away from the impact of the metro in DC. Riders should not punished for Metro?s inability to secure funding. Capital Budget Thank you for seeking public input. I appreciate all the services that Metro provides and realize funding shortfalls may require tough choices. Capital Budget The 95 bus line is virial for many residents living the Woodley Park, Cleveland Park and Van Ness areas to get to other areas of DC, including many elderly residents who use this bus line to get groceries. Capital Budget Cutting this line would be an incredible disappointment and hassle to many residents living in these areas. Do not take it awayl The L2 bus line is similarly one of the only lines that connects Woodley Park directly to Adams Morgan area since there is not a metro stop close to there (the Woodley Park metro stop is absolutely not close enough by walking for these residents). Do not cut the L2 line short, keep it the way it is! Bus Service Please do not eliminate the 96 bus, it is a critical connector from the Cathedral Heights area (which is Bus Service		
Mass Ave. Bus Service How on Earth are DCPS students expected to get to school if you eliminate the M4 and shorten the Bus Service I'm concerned about D2 going away, it's the bus route my daughter will take to middle school. In addition, having no Sat or Sunday 31 or 33 service is limiting. Bus Service Please do not cancel the M41 Bus Service These proposals are absolutely horrible and take away from the impact of the metro in DC. Riders should not punished for Metro?s inability to secure funding. Capital Budget Thank you for seeking public input. 1 appreciate all the services that Metro provides and realize funding shortfalls may require tough choices. Capital Budget The 96 bus line is vitial for many residents living the Woodley Park, Cleveland Park and Van Ness areas to get to other areas of DC, including many elderly residents who use this bus line to get groceries. Capital Budget Cutting this line would be an incredible disappointment and hassle to many residents living in these areas. Do not take it away! The L2 bus line is similarly one of the only lines that connects Woodley Park directly to Adams Morgan area since there is not a metro stop close to there (the Woodley Park metro stop is absolutely not close enough by walking for these residents). Do not cut the L2 line short, keep it the way it is! Bus Service Please do not eliminate the 96 bus, it is a critical connector from the Cathedral Heights area (which is Bus Service		Bus Service
How on Earth are DCPS students expected to get to school if you eliminate the M4 and shorten the Bus Service I/m concerned about D2 going away, it?s the bus route my daughter will take to middle school. In Bus Service addition, having no Sat or Sunday 31 or 33 service is limiting. Bus Service Please do not cancel the M41 Bus Service These proposals are absolutely horrible and take away from the impact of the metro in DC. Riders Capital Budget Should not punished for Metro?s inability to secure funding. Capital Budget Thank you for seeking public input. I appreciate all the services that Metro provides and realize funding Capital Budget Shortfalls may require tough choices. Capital Budget The 96 bus line is vital for many residents living the Woodley Park, Cleveland Park and Van Ness areas Capital Budget Cutting this line would be an incredible disappointment and hassle to many residents living in these Capital Budget directly to Adams Morgan and other northern parts of DC. It is vital for elderly residents grocery Should be an incredible disappointment and hassle to many residents living in these wetros top is absolutely not close enough by walking for these residents). Do not cut the L2 line short, keep it the way it is! Bus Service Please do not eliminate the 96 bus, it is a critical connector from the Cathedral Heights area (which is Bus Service		
1?m concerned about D2 going away, it?s the bus route my daughter will take to middle school. In Bus Service addition, having no Sat or Sunday 31 or 33 service is limiting. Bus Service Please do not cancel the M4! Bus Service These proposals are absolutely horrible and take away from the impact of the metro in DC. Riders Bus Service should not punished for Metro?s inability to secure funding. Capital Budget Thank you for seeking public input. I appreciate all the services that Metro provides and realize funding Capital Budget The 96 bus line is vital for many residents liwing the Woodley Park, Cleveland Park and Van Ness areas Capital Budget The 96 bus line is vital for many residents liwing the Woodley Park, Cleveland Park and Van Ness areas Capital Budget Cutting this line would be an incredible disappointment and hassle to many residents living in these Capital Budget directly to Adams Morgan area since there is not a metro stop close to there (the Woodley Park metro stop is absolutely not close enough by walking for these residents). Do not cut the L2 line short, keep it the way it is! Bus Service Please do not eliminate the 96 bus, it is a critical connector from the Cathedral Heights area (which is Bus Service		
addition, having no Sat or Sunday 31 or 33 service is limiting. Bus Service Please do not cancel the M4! Bus Service These proposals are absolutely horrible and take away from the impact of the metro in DC. Riders should not punished for Metro?s inability to secure funding. Capital Budget Thank you for seeking public input. I appreciate all the services that Metro provides and realize funding shortfalls may require tough choices. Capital Budget The 96 bus line is vital for many residents living the Woodley Park, Cleveland Park and Van Ness areas to get to other areas of DC, including many elderly residents who use this bus line to get groceries. Capital Budget Cutting this line would be an incredible disappointment and hassle to many residents living in these areas. Do not take it away! The L2 bus line is similarly one of the only lines that connects Woodley Park directly to Adams Morgan area since there is not a metro stop close to there (the Woodley Park metro stop is absolutely not close enough by walking for these residents). Do not cut the L2 line short, weep it the way it is! Bus Service Please do not eliminate the 96 bus, it is a critical connector from the Cathedral Heights area (which is Bus Service		RRR PELAGE
Please do not cancel the M4! Bus Service These proposals are absolutely horrible and take away from the impact of the metro in DC. Riders Capital Budget Should not punished for Metro?s inability to secure funding. Capital Budget Thank you for seeking public input. I appreciate all the services that Metro provides and realize funding Capital Budget Shortfalls may require tough choices. Capital Budget The 96 bus line is vital for many residents living the Woodley Park, Cleveland Park and Van Ness areas Capital Budget Cutting this line would be an incredible disappointment and hassle to many residents living in these areas. Do not take it away! The L2 bus line is similarly one of the only lines that connects Woodley Park directly to Adams Morgan area since there is not a metro stop close to there (the Woodley Park metro stop is absolutely not close enough by walking for these residents). Do not cut the L2 line short, keep it the way it is! Bus Service Please do not eliminate the 96 bus, it is a critical connector from the Cathedral Heights area (which is Bus Service		Rus Service
These proposals are absolutely horrible and take away from the impact of the metro in DC. Riders Capital Budget Should not punished for Metro?s inability to secure funding. Capital Budget Thank you for seeking public input. I appreciate all the services that Metro provides and realize funding Capital Budget Shortfalls may require tough choices. Capital Budget The 96 bus line is vital for many residents living the Woodley Park, Cleveland Park and Van Ness areas Capital Budget Cutting this line would be an incredible disappointment and hassle to many residents living in these capital Budget Greate it away! The L2 bus line is similarly one of the only lines that connects Woodley Park directly to Adams Morgan area since there is not a metro stop close to there (the Woodley Park wetro stop is absolutely not close enough by walking for these residents). Do not cut the L2 line short, keep it the way it is! Bus Service Please do not eliminate the 96 bus, it is a critical connector from the Cathedral Heights area (which is Bus Service		
should not punished for Metro?s inability to secure funding. Capital Budget Thank you for seeking public input. I appreciate all the services that Metro provides and realize funding shortfalls may require tough choices. Capital Budget The 96 bus line is vital for many residents living the Woodley Park, Cleveland Park and Van Ness areas to get to other areas of DC, including many elderly residents who use this bus line to get groceries. Capital Budget Cutting this line would be an incredible disappointment and hassle to many residents living in these areas. Do not take it away! The L2 bus line is similarly one of the only lines that connects Woodley Park directly to Adams Morgan area since there is not a metro stop close to there (the Woodley Park metro stop is absolutely not close enough by walking for these residents). Do not cut the L2 line short, keep it the way it is! Bus Service Please do not eliminate the 96 bus, it is a critical connector from the Cathedral Heights area (which is Bus Service		
shortfalls may require tough choices. Capital Budget The 96 bus line is vital for many residents living the Woodley Park, Cleveland Park and Van Ness areas to get to other areas of DC, including many elderly residents sub line to get groceries. Cutting this line would be an incredible disappointment and hassle to many residents living in these areas. Do not take it away! The L2 bus line is similarly one of the only lines that connects Woodley Park directly to Adams Morgan and other northern parts of DC. It is vital for elderly residents grocery shopping in the Adams Morgan area since there is not a metro stop close to there (the Woodley Park metro stop is absolutely not close enough by walking for these residents). Do not cut the L2 line short, keep it the way it is! Bus Service Please do not eliminate the 96 bus, it is a critical connector from the Cathedral Heights area (which is Bus Service	should not punished for Metro?s inability to secure funding.	Capital Budget
The 96 bus line is vital for many residents living the Woodley Park, Cleveland Park and Van Ness areas to get to other areas of DC, including many elderly residents who use this bus line to get groceries. Cutting this line would be an incredible disappointment and hassle to many residents living in these areas. Do not take it awayl The L2 bus line is similarly one of the only lines that connects Woodley Park directly to Adams Morgan and other northern parts of DC. It is vital for elderly residents grocery shopping in the Adams Morgan area since there is not a metro stop close to there (the Woodley Park metro stop is absolutely not close enough by walking for these residents). Do not cut the L2 line short, keep it the way it is! Please do not eliminate the 96 bus, it is a critical connector from the Cathedral Heights area (which is		
to get to other areas of DC, including many elderly residents who use this bus line to get groceries. Cutting this line would be an incredible disappointment and hassle to many residents living in these areas. Do not take it away! The L2 bus line is similarly one of the only lines that connects Woodley Park directly to Adams Morgan and other northern parts of DC. It is vital for elderly residents grocery shopping in the Adams Morgan area since there is not a metro stop close to there (the Woodley Park metro stop is absolutely not close enough by walking for these residents). Do not cut the L2 line short, keep it the way it is! Please do not eliminate the 96 bus, it is a critical connector from the Cathedral Heights area (which is		Capital Budget
Cutting this line would be an incredible disappointment and hassle to many residents living in these areas. Do not take it away! The L2 bus line is similarly one of the only lines that connects Woodley Park directly to Adams Morgan and other northern parts of DC. It is vital for elderly residents grocery shopping in the Adams Morgan area since there is not a metro stop close to there (the Woodley Park metro stop is absolutely not close enough by walking for these residents). Do not cut the L2 line short, keep it the way it is! Bus Service Please do not eliminate the 96 bus, it is a critical connector from the Cathedral Heights area (which is		
areas. Do not take it away! The L2 bus line is similarly one of the only lines that connects Woodley Park directly to Adams Morgan and other northern parts of DC. It is vital for elderly residents grocery shopping in the Adams Morgan area since there is not a metro stop close to there (the Woodley Park metro stop is absolutely not close enough by walking for these residents). Do not cut the L2 line short, keep it the way it is! Please do not eliminate the 96 bus, it is a critical connector from the Cathedral Heights area (which is		
directly to Adams Morgan and other northern parts of DC. It is vital for elderly residents grocery shopping in the Adams Morgan area since there is not a metro stop close to there (the Woodley Park metro stop is absolutely not close enough by walking for these residents). Do not cut the L2 line short, keep it the way it is! Please do not eliminate the 96 bus, it is a critical connector from the Cathedral Heights area (which is		
shopping in the Adams Morgan area since there is not a metro stop close to there (the Woodley Park metro stop is absolutely not close enough by walking for these residents). Do not cut the L2 line short, keep it the way it is! Bus Service Please do not eliminate the 96 bus, it is a critical connector from the Cathedral Heights area (which is		
metro stop is absolutely not close enough by walking for these residents). Do not cut the L2 line short, keep it the way it is! Bus Service Please do not eliminate the 96 bus, it is a critical connector from the Cathedral Heights area (which is		
Please do not eliminate the 96 bus, it is a critical connector from the Cathedral Heights area (which is		
		Bus Service
Inot served by Metrorall) to downtown DC and the Mall. [Bus Service		
		IBUS SERVICE

Comment Category The more you cut hours the less likely I am to ride. I would ride the T2 more often if it ran uber becuase Category Two weeks ago, I missed the bus my a mere 15 seconds. Rather than wait, I paid for an uber becuase Example Intermet weeks ago, I missed the bus my a mere 15 seconds. Rather than wait, I paid for an uber becuase Example Intermet weeks ago, I missed the bus my a mere 15 seconds. Rather than wait, I paid for an uber becuase Example Intermet weeks ago, I missed the bus my a mere 15 seconds. Rather than wait, I paid for an uber becuase Example Intermet weeks ago, I missed the bus my a mere 15 seconds. Rather than wait, I paid for an uber becuase Example Intermet weeks ago, I missed the bus my a mere 15 seconds. Rather than wait, I paid for an uber becuase Example Intermet weeks ago, I missed the bus my a mere 15 seconds. Rather than wait, I paid for an uber becuase Example Intermet weeks ago, I missed the bus method or paid transportation. Capital Budget Cutting services has negative impact to work, het year and that can be detrimentations. Miscellaneous The D2 bus through Glover Park is the only public transportation to get to doctor and Bus Service The service cuts proposing and the crazy significant fare increases will disproportionately impact folks Gori and these who do not work traditional 9-5 jobs, which are typical	
Two weeks ago, I missed the bus my a mere 15 seconds. Rather than wait, I paid for an uber becuase the time between busses deters use unless you time it right. Advertise how great the T2 is and increase Indership don't cut its service Help us spread the word to ride it to connot dget Bus Service Metro needs a source of dedicated funding. Cutting service and increasing fares hurts the lowest Income travelers the most, and that can be detrimental to residents throughout the region. People rely On Metro to get to work, and if they cart light to app for transportation. Capital Budget Cutting services has negative impact on people dependent on public transport and on the environment Miscellaneous The D2 bus through Glover Park is the only public transportation to get to doctor and Miscellaneous Although I have not used the bus in the past 30 days (because it's winter, and I haven't gone out much), as a senior citizen, I rely on the bus as an affordable method of transportation to get to doctor and Bus Service Metro to get the work, and the crazy significant fare increases will disproportionately impact folks of color, and those who do not work traditional 9-5 jobs, which are typically lower income jobs to start Bus Service Considering recent funding offered by Md, Va & Dc, this survey was weefully out of date. I wonder how valid any of its findings will be? Incidentally, after thirty minutes your 224-ge, 2025 'Proposed Service Bus Service Changer have still not completely uploaded to my desktop computer. Service Levels<	
the time between busses deters use unless you time it right. Advertise how great the T2 is and increase ridership don't cut its service! Help us spread the word to ride it to connect to metro and get Income travelers the most, and that can be detrimental to residents throughout the region. People rely on Metro to get to work, and if they can't get to work, they can't afford to pay for transportation. Cutting services has negative impact on people dependent on public transport and on the environment The D2 bus through Glover Park is the only public transportation available to the neighborhood. Although I have not used the bus in the past 30 days (because it's winter, and I haven't gone out much), as a senior citizen, I rely on the bus as an affordable method of transportation to get to doctor and dentist appointments downtown, as well as other destinations. The service cuts proposing and the crazy significant fare increases will disproportionately impact folks of color, and those who do not work traditional 9-5 jobs, which are typically lower income jobs to start with. There has to be a better way to get funding than to hurt the people who need the services, and need them to remain affordable, the most. Considering recent funding offendable, due my destop computer. Changes' have still not completely uploaded to my destop computer. I rely on the 21 metrobus route to get to work. Please don't shut it down. Please don't shue changes to the 95 burs vorte. People who want to go to Washington National Cathedral would be adversely affected. I rehearse and sing at the cathedral to the ari twould be a travesty. Reducing folks? ability to get to the cathedral a differ seeryone meaningful music, and reducing folks? ability to get to the cathedral to cont and to the ari twould be a travesty.	
ridership don't cut its servicel Help us spread the word to ride it to connect to metro and get Metro needs a source of dedicated funding. Cutting service and increasing fares hurts the lowest income travelers the most, and that can be detrimental to residents throughout the region. People rely on Metro to get to work, and if they can't afford to pay for transportation. Cutting services has negative impact on people dependent on public transport and on the environment The D2 bus through Glover Park is the only public transportation available to the neighborhood. Although have not used the bus in the past 30 days (because it's winter, and 1 haven't gone out much), as a senior citizen, I rely on the bus as an affordable method of transportation to get to doctor and dentist appointments downtown, as well as other destinations. The service cuts proposing and the crazy significant fare increases will disproportionately impact folks of color, and those who do not work traditional 9-5 jobs, which are typically lower income jobs to start with. There has to be a better way to get funding than to hurt the people who need the services, and need them to remain affordable, the most. Considering offered by Md, Va & Dc, this survey was woefully out of date. I wonder how valid any of its findings will be? Incidentally, after thirty minutes your 224-pg., 2025 'Proposed Service Changes' have still not completely uploaded to my desktop computer. Levels	
Metro needs a source of dedicated funding. Cutting service and increasing fares hurts the lowest Income travelers the most, and that can be detrimental to residents throughout the region. People rely on Metro to get to work, and if they can't get to work, they can't get to work, they can't afford to pay for transportation. Capital Budget Cutting services has negative impact on people dependent on public transport and on the environment Miscellaneous The D2 bus through Glover Park is the only public transportation available to the neighborhood. Miscellaneous Although I have not used the bus in the past 30 days (because it's winter, and I haven't gone out much), as a senior citizen, I rely on the bus as an affordable method of transportation to get to doctor and dentist appointments downtown, as well as other destinations. Bus Service The service cuts proposing and the crazy significant fare increases will disproportionately impact folks of color, and those who do not work traditional 9-5 jobs, which are typically lower income jobs to start with. There has to be a better way to get funding than to hurt the people who need the services, and need them to remain affordable, the most. Bus Service Considering recent funding offered by Md, Va & Dc, this survey was woefully out of date. I wonder how valid any of its findings will be? Incidentally, after thirty minutes your 224-pg., 2025 'Proposed Service Service Levels I rely on the T2 metrobus route to get to work. Please don't shut it down. Bus Service Please don? thake changes to the 96 bus route. People who want to go. to Washington National	
income travelers the most, and that can be detrimental to residents throughout the region. People rely on Metro to get to work, and if they can't get to work, they can't afford to pay for transportation. Cutting services has negative impact on people dependent on public transport and on the environment The D2 buts through Glover Park is the only public transportation available to the neighborhood. Although I have not used the bus in the past 30 days (because it's winter, and I haven't gone out much), as a senior citizen, I rely on the bus as an affordable method of transportation to get to doctor and dentist appointments downtown, as well as other destinations. The service cuts proposing and the crazy significant fare increases will disproportionately impact folks of color, and those who do not work traditional 9-5 jobs, which are typically lower income jobs to start with. There has to be a better way to get funding than to hurt the people who need the services, and need them to remain affordable, the most. Considering recent funding offered by Md, Va & Dc, this survey was woefully out of date. I wonder how valid any of its findings will be? Incidentally, after thirty minutes your 224-pg., 2025 'Proposed Service Changes' have still not completely uploaded to my desktop computer. Please don?t make changes to the 96 bus route. People who want to go to Washington National Cathedral would be adversely affected. I rehearse and sing at the cathedral. I have a cr., but many of my fellow choristers do not. Sane with concerts and church services. The cathedral offers everyone meaningful music, and reducing folks? ability to get to the cathedral to hear it would be a travesty. Reducing folks? ability to get to the cathedral wood affect people who won? travesty.	
on Metro to get to work, and if they can't get to work, they can't afford to pay for transportation. Capital Budget Cutting services has negative impact on people dependent on public transport and on the environment Miscellaneous The D2 bus through Glover Park is the only public transportation available to the neighborhood. Miscellaneous Although I have not used the bus in the past 30 days (because it's winter, and I haven't gone out much), as a senior citizen, I rely on the bus as an affordable method of transportation to get to doctor and dentist appointments downtown, as well as other destinations. Bus Service The service cuts proposing and the crazy significant fare increases will disproportionately impact folks of color, and those who do not work traditional 9-5 jobs, which are typically lower income jobs to start with. There has to be a better way to get funding than to hurt the people who need the services, and need them to remain affordable, the most. Bus Service Considering recent funding offered by Md, Va & Dc, this survey was woefully out of date. I wonder how valid any of its findings will be? Incidentally, after thirty minutes your 224-pg., 2025 'Proposed Service Service Levels Charges' have still not completely uploaded to my desktop computer. Service Levels Irely on the 2 metrobus route to get to work. Please don't make changes to the 96 bus route. People who want to go to Washington National Bus Service Cathedral would be adversely affected. I rehearse and sing at the cathedral. I have a car, but many of my fellow choristers do not. Sane with concerts and church services. The cath	
Cutting services has negative impact on people dependent on public transport and on the environment Miscellaneous The D2 bus through Glover Park is the only public transportation available to the neighborhood. Although I have not used the bus in the past 30 days (because it's winter, and I haven't gone out much), as a senior citizen, I rely on the bus as an affordable method of transportation to get to doctor and dentist appointments downtown, as well as other destinations. Bus Service The service cuts proposing and the crazy significant fare increases will disproportionately impact folks of color, and those who do not work traditional 9-5 jobs, which are typically lower income jobs to start with. There has to be a better way to get funding than to hurt the people who need the services, and need them to remain affordable, the most. Bus Service Considering recent funding offered by Md, Va & Dc, this survey was woefully out of date. I wonder how valid any of its findings will be? Incidentally, after thirty minutes your 224-pg., 2025 'Proposed Service Service Levels Please don?t make changes to the 96 bus route. People who want to go to Washington National Bus Service Cathedral would be adversely affected. I rehearse and sing at the cathedral. I have a car, but many of my fellow choristers do not. Sane with concerts and church services. The cathedral offers everyone meaningful music, and reducing folks? ability to get to the cathedral to hear it would be a travesty.	
The D2 bus through Glover Park is the only public transportation available to the neighborhood. Although I have not used the bus in the past 30 days (because it's winter, and I haven't gone out much), as a senior citizen, I rely on the bus as an affordable method of transportation to get to doctor and dentist appointments downtown, as well as other destinations. The service cuts proposing and the crazy significant fare increases will disproportionately impact folks of color, and those who do not work traditional 9-5 jobs, which are typically lower income jobs to start with. There has to be a better way to get funding than to hurt the people who need the services, and need them to remain affordable, the most. Considering recent funding offered by Md, Va & Dc, this survey was woefully out of date. I wonder how valid any of its findings will be? Incidentally, after thirty minutes your 224-pg., 2025 'Proposed Service Changes' have still not completely uploaded to my desktop computer. Please don't shue it down. Please don't make changes to the 96 bus route. People who want to go to Washington National Cathedral would be adversely affected. I rehearse and sing at the cathedral. I have a cra, but many of my fellow choristers do not. Sane with concerts and church services. The cathedral offers everyone meaningful music, and reducing folks? ability to get to the cathedral to hear it would be a travesty. Reducing folks? ability to get to the cathedral to hear it would be a travesty. Reducing folks? ability to get to the cathedral to hear it would be a travesty.	
Although I have not used the bus in the past 30 days (because it's winter, and I haven't gone out much), as a senior citizen, I rely on the bus as an affordable method of transportation to get to doctor and dentist appointments downtown, as well as other destinations. Bus Service The service cuts proposing and the crazy significant fare increases will disproportionately impact folks of color, and those who do not work traditional 9-5 jobs, which are typically lower income jobs to start with. There has to be a better way to get funding than to hurt the people who need the services, and need them to remain affordable, the most. Bus Service Considering recent funding offered by Md, Va & Dc, this survey was woefully out of date. I wonder how valid any of its findings will be? Incidentally, after thirty minutes your 224-pg., 2025 'Proposed Service Service Levels Please don't make changes to the 96 bus route. People who want to go to Washington National Bus Service Cathedral would be adversely affected. I rehearse and sing at the cathedral. I have a car, but many of my fellow choristers do not. Sane with concerts and church services. The cathedral offers everyone meaningful music, and reducing folks? ability to get to the cathedral to hear it would be a travesty. Reducing folks? ability to get to the cathedral would affect people who don't drive or have the money	
as a senior citizen, I rely on the bus as an affordable method of transportation to get to doctor and dentist appointments downtown, as well as other destinations. The service cuts proposing and the crazy significant fare increases will disproportionately impact folks of color, and those who do not work traditional 9-5 jobs, which are typically lower income jobs to start with. There has to be a better way to get funding than to hurt the people who need the services, and need them to remain affordable, the most. Considering offered by Md, Va & Dc, this survey was woefully out of date. I wonder how valid any of its findings will be? Incidentally, after thirty minutes your 224-pg., 2025 'Proposed Service Changes' have still not completely uploaded to my desktop computer. I rely on the T2 metrobus route to get to work. Please don't shut it down. Please don't make changes to the 95 bus route. People who want to go to Washington National Cathedral would be adversely affected. I rehearse and sing at the cathedral. I have a car, but many of my fellow choristers do not. Sane with concerts and church services. The cathedral of the rule at levels down't would be a travesty. Reducing folks? ability to get to the cathedral to hear it would be a travesty. Reducing folks? ability to get to the cathedral would affect people who don't drive or have the money	
dentist appointments downtown, as well as other destinations. Bus Service The service cuts proposing and the crazy significant fare increases will disproportionately impact folks of color, and those who do not work traditional 9-5 jobs, which are typically lower income jobs to start with. There has to be a better way to get funding than to hurt the people who need the services, and need them to remain affordable, the most. Bus Service Considering recent funding offered by Md, Va & Dc, this survey was woefully out of date. I wonder how valid any of its findings will be? Incidentally, after thirty minutes your 224-pg., 2025 'Proposed Service Changes' have still not completely uploaded to my desktop computer. Service Levels I rely on the T2 metrobus route to get to work. Please don't shut it down. Bus Service Please don't make changes to the 96 bus route. People who want to go to Washington National Cathedral would be adversely affected. I rehearse and sing at the cathedral. I have a car, but many of my fellow choristers do not. Sane with concerts and church services. The cathedral offers veryone meaningful music, and reducing folks? ability to get to the cathedral to hear it would be a travesty. Reducing folks? ability to get to the cathedral would affect people who don't drive or have the money	
The service cuts proposing and the crazy significant fare increases will disproportionately impact folks of color, and those who do not work traditional 9-5 jobs, which are typically lower income jobs to start with. There has to be a better way to get funding than to hurt the people who need the services, and need them to remain affordable, the most. Considering recent funding offered by Md, Va & Dc, this survey was woefully out of date. I wonder how valid any of its findings will be? Incidentally, after thirty minutes your 224-pg., 2025 'Proposed Service Changes' have still not completely uploaded to my desktop computer. I rely on the 72 metrobus route to get to work. Please don't shut it down. Please don't make changes to the 96 bus route. People who want to go to Washington National Cathedral would be adversely affected. I rehearse and sing at the cathedral. I have a car, but many of my fellow choristers do not. Sane with concerts and church services. The cathedral offers everyone meaningful music, and reducing folks? ability to get to the cathedral to hear it would be a travesty. Reducing folks? ability to get to the cathedral would affect people who don't drive or have the money	
of color, and those who do not work traditional 9-5 jobs, which are typically lower income jobs to start with. There has to be a better way to get funding than to hurt the people who need the services, and need them to remain affordable, the most. Considering recent funding offered by Md, Va & D, this survey was woefully out of date. I wonder how valid any of its findings will be? Incidentally, after thirty minutes your 224-pg., 2025 'Proposed Service Changes' have still not completely uploaded to my desktop computer. Service Levels Irely on the T2 metrobus route to get to work. Please don't shut it down. Please don't make changes to the 96 bus route. People who want to go to Washington National Cathedral would be adversely affected. I rehearse and sing at the cathedral. I have a car, but many of my fellow choristers do not. Sane with concerts and church services. The cathedral offers everyone meaningful music, and reducing folks? ability to get to the cathedral to hear it would be a travesty. Reducing folks? ability to get to the cathedral would affect people who don't drive or have the money	
with. There has to be a better way to get funding than to hurt the people who need the services, and need them to remain affordable, the most. Bus Service Considering recent funding offered by Md, Va & Dc, this survey was woefully out of date. I wonder how valid any of its findings will be? Incidentally, after thirty minutes your 224-pg., 2025 'Proposed Service Bus Service Changes' have still not completely uploaded to my desktop computer. Service Levels I rely on the T2 metrobus route to get to work. Please don't make changes to the 96 bus route. People who want to go to Washington National Cathedral would be adversely affected. I rehearse and sing at the cathedral. I have a car, but many of my fellow choristers do not. Sane with concerts and church services. The cathedral of the at revesty. Reducing folks? ability to get to the cathedral to hear it would be a travesty. Reducing folks? ability to get to the cathedral would affect people who don't drive or have the money	
need them to remain affordable, the most. Bus Service Considering recent funding offered by Md, Va & Dc, this survey was woefully out of date. I wonder how valid any of its findings will be? Incidentally, after thirty minutes your 224-pg., 2025 'Proposed Service Service Levels Changes' have still not completely uploaded to my desktop computer. Service Levels I rely on the T2 metrobus route to get to work. Please don't shut it down. Bus Service Please don?t make changes to the 96 bus route. People who want to go to Washington National Bus Service Cathedral would be adversely affected. I rehearse and sing at the cathedral. I have a car, but many of my fellow choristers do not. Sane with concerts and church services. The cathedral offers everyone meaningful music, and reducing folks? ability to get to the cathedral to hear it would be a travesty. Reducing folks? ability to get to the cathedral would affect people who don?t drive or have the money Aret the money	
valid any of its findings will be? Incidentally, after thirty minutes your 224-pg., 2025 'Proposed Service Service Levels Changes' have still not completely uploaded to my desktop computer. Service Levels I rely on the T2 metrobus route to get to work. Please don't shut it down. Bus Service Please don't make changes to the 96 bus route. People who want to go to Washington National Bus Service Cathedral would be adversely affected. I rehearse and sing at the cathedral. I have a car, but many of my fellow choristers do not. Sane with concerts and church services. The cathedral of the reversey. Mean don't make changes to the 45 ability to get to the cathedral to hear it would be a travesty. Reducing folks? ability to get to the cathedral would affect people who don't drive or have the money Service Levels	
Changes' have still not completely uploaded to my desktop computer. Service Levels I rely on the T2 metrobus route to get to work. Please don't shut it down. Bus Service Please don?t make changes to the 96 bus route. People who want to go to Washington National Bus Service Cathedral would be adversely affected. I rehearse and sing at the cathedral. I have a car, but many of my fellow choristers do not. Sane with concerts and church services. The cathedral offers everyone meaningful music, and reducing folks? ability to get to the cathedral to hear it would be a travesty. Reducing folks? ability to get to the cathedral would affect people who don?t drive or have the money	
I rely on the T2 metrobus route to get to work. Please don't shut it down. Bus Service Please don?t make changes to the 96 bus route. People who want to go to Washington National Event of the 96 bus route. People who want to go to Washington National Cathedral would be adversely affected. I rehearse and sing at the cathedral. I have a car, but many of my fellow choristers do not. Sane with concerts and church services. The cathedral offers everyone meaningful music, and reducing folks? ability to get to the cathedral to hear it would be a travesty. Reducing folks? ability to get to the cathedral to near it would affect people who don?t drive or have the money	
Please don?t make changes to the 96 bus route. People who want to go to Washington National Cathedral would be adversely affected. I rehearse and sing at the cathedral. I have a car, but many of my fellow choristers do not. Sane with concerts and church services. The cathedral offers everyone meaningful music, and reducing folks? ability to get to the cathedral to hear it would be a travesty. Reducing folks? ability to get to the cathedral would affect people who don?t drive or have the money	
Cathedral would be adversely affected. I rehearse and sing at the cathedral. I have a car, but many of my fellow choristers do not. Sane with concerts and church services. The cathedral offers everyone meaningful music, and reducing folks? ability to get to the cathedral to hear it would be a travesty. Reducing folks? ability to get to the cathedral would affect people who don?t drive or have the money	
my fellow choristers do not. Sane with concerts and church services. The cathedral offers everyone meaningful music, and reducing folks? ability to get to the cathedral to hear it would be a travesty. Reducing folks? ability to get to the cathedral would affect people who don?t drive or have the money	
meaningful music, and reducing folks? ability to get to the cathedral to hear it would be a travesty. Reducing folks? ability to get to the cathedral would affect people who don?t drive or have the money	
Reducing folks? ability to get to the cathedral would affect people who don?t drive or have the money	
for an Uber. Often, that would be people of color. Cutting bus service enforces an economic	
I I I I I I I I I I I I I I I I I I I	
segregation that WMATA should have no part of. Bus Service	
My children and I rely on Metrobus every single day, weekend, and night. We use it to go to school, go	
to extracurricular activities, go to work (me), pick my kids up from school, to events at the Kennedy	
Center, to go swimming in the summer, to explore libraries in as many neighborhoods as we can (a fun adventure we ve had many weekends and days off from school). The bus is essential to us. Particularly	
adventure we ve had many weekends and days on nom school). The bus is essential to us, Particularly the 42, 43, H lines, S lines, 52, 54, L2, 96. Bus Service	
Une 42, 43, finites, 3 mes, 32, 34, L2, 50. Dus Service Dus Servic	
Center and back M-F has been invaluable. The bus is always in high demand- it doesn't seem like	
cetta da da da mana da de la godi dea. Bus Service	
Don't eliminate the 96 bus route! Bus Service	
Attempting to sign up to testify Feb. 27 hearing Miscellaneous	
These changes would cut off entire neighborhoods from any metro services (Glover Park and the	
Palisades, to name but two). This is unconscionable. It also means that so many people up and down	
Wisconsin Avenue will have no way to get anywhere, short of driving and parking, which people can't	
afford, and the roads can't handle. Why pretend to be a major city if we can't even get people to work	
and home again, or out to dinner or events that support the city's economy and home again? It's	
shocking and entirely short sighted. Fares/Fees/Parking	
You need dedicated source of funding from all the regional governments - THAT is your real issue (well,	
among all your own mismanagement and safety issues - keep working to get better there!) and instead	
of dealing with the political issues on getting that dedicated source of funding, which every other major	
transit system in the country has but the US capital city does not, you are trying to burden your	
customers with negative service and higher fares. DO BETTER. This is a political funding issues - go make	
the case and succeed in getting the dedicated funding source that is not beholden to whimsical politicians and get the same revenue footing that every other major transit system in the country has. Fare Evasion/Safety/Crime	
pointcans and get, the same revenue tooling that every other major transit system in the country has. The number one priority when assessing potential solutions to this budget shortfall must be increasing	
The number one priority when assessing potential solutions to this budget shortant must be increasing ridership, rather than decreasing service. Although options to increase ridership may be limited and less	
nuersimp, ratter than uccreasing service. Autologic options to increase neersing may be inniced and less certain, cuts to service and increases in fares only compound the deficit by further decreasing ridership. Operating Budget, Management and Spending	
Leasing cuts to serve and increases interesting compound the denet by intere decreasing notesting. Operating douget, wanagement and spending Ideally public transportation would receive the funding it so dependent to the dependent	
on fares for its continued survival. I understand that Metro is being put in a very difficult position; my	
worry is that fare increases and/or service changes will only compound the problem for both WMATA	
and its customers. The proposed changes could make public transportation difficult or impossible to	
access for many of the people that depend on it, leading to lower ridership and therefore fewer fares to	
continue supporting the system. To put it more bluntly, few people will be motivated to continue using	
a system that is charging more while providing less. A robust public transportation system ultimately	
benefits everyone but it requires investment to make it a viable or even preferable alternative to cars. Bus Service	
I prefer that Metro review the salaries of those in management and above instead of increasing the	
consumer's costs or decreasing service. I would like to know why the salaries of execs remain high when	
there are staggering issues with Metro. Operating Budget, Management and Spending	
Many government employees rely on the 42/43 every day to get to the Department of State. Cutting	
off the route at Farragut North would greatly impact these employees. Bus Service	
Do not eliminate the D31 bus (and other D buses). These routes are the only option for many students	
to attend Deal Mildle and Jackson Reed High Schools. If anything, these services should be improved.	
Current service on these routes can be infrequent and unreliable causing students to miss/be late for school. Bus Service	
person. Bits service	

Commont	
Comment	Category
The potential cuts in funding for the Washington Metropolitan Area Transit Authority (WMATA) could	
have significant negative impacts on both individuals with disabilities and regular commuters who rely	
on the system. Here are some reasons why: Accessibility for Individuals with Disabilities: WMATA	
provides essential services for people with disabilities, including accessible buses, elevators, and ramps	
at stations. Reduced funding could lead to maintenance delays, malfunctioning equipment, or even	
closures of accessible facilities. Without proper funding, WMATA might struggle to maintain and	
improve accessibility features, making it harder for people with disabilities to travel independently.	
Frequency and Reliability: Commuters depend on WMATA for their daily travel needs. Service cuts due	
to funding reductions would mean: Longer wait times: Reduced frequency of trains and buses would	
inconvenience regular commuters. Overcrowding: Fewer trains or buses could lead to overcrowding	
during peak hours, affecting everyone, including those with disabilities. Unreliable service: Delays and	
disruptions due to insufficient maintenance or staffing would impact all riders. Safety and Security:	
Adequate funding is crucial for maintaining safety and security measures within the system. Metro	
Transit Police presence: Reduced funding might lead to fewer officers patrolling stations, potentially	
affecting safety for all passengers. Emergency response times: Longer response times due to budget	
constraints could jeopardize passenger safety during emergencies. Infrastructure Maintenance:	
WMATA?s infrastructure, including tracks, escalators, and stations, requires ongoing maintenance.	
Escalators and elevators: Inadequate funding could result in more out-of-service escalators and	
elevators, impacting accessibility. Train and bus maintenance: Insufficient funds might lead to	
breakdowns, delays, and inconvenience for all riders. Fare Increases: To compensate for budget	
shortfalls, WMATA might raise fares. Higher fares disproportionately affect low-income individuals,	
including people with disabilities who rely on public transit. Regular commuters would also face	
increased costs, impacting on their daily budgets. In summary, cutting WMATA funding would not only	
affect regular commuters but also disproportionately impact individuals with disabilities who rely on	
accessible public transportation. It?s essential to recognize the critical role WMATA plays in our	
community and prioritize its funding to maintain a reliable, safe, and accessible transit system and as a	
college student this issue would make it more difficult for me to use transportation and to get to the	
places I need to go to and with out these services this would inconvenience me and many others.	Operating Budget, Management and Spending
Please don?t cut the metro, Follow other countries lead with cutting down roads and beefing up the	
metro with more trains, higher quality trains, more areas to travel by train to	Rail Service
M4 is the only bus serving students at Deal/jackson Reed who live in Chevy Chase/Barnaby Woods area	
That area is already underserved with the loss of the E6.	Bus Service
Can?t afford service cuts	Bus Service
The cancellation of the S1 bus has added 20 - 30 minutes to my commute (and I live only four miles	
from work). Additional cuts would make my commute even worse. With all the pressure for workers to	
return to the office, cutting bus service even more is counter productive.	Bus Service
Please don?t close early or shut down lines. I will not be able to get to work or any of my activities. I am	
a customer with disabilities who is power ability and doesn?t drive. I would prefer over closing stations	
or reducing hours.	Rail Service
Eliminating the M4 would significantly impact the communities that rely on that route for getting their	
children to & from school. As it is, children are able to get to & from school independently. Eliminating	
this transportation option would burden working families and force them to drive their children,	
thereby increasing road traffic and decreasing road safety. The M4 is reliable, environmentally-friendly,	
safe, and community-building form of transportation for thousands of families along the route. Please	
don?t cut it!	Bus Service
For long commute we need to cut down station stops if they are closely located. For example, Ashburn	
to DC metro can skip 1/2 stations, McLean and Tyson?s are close so during rush hours run express train	
that skip closely located metro station.	Rail Service
Train service is still quite unreliable, I would advise any changes be for increasing the consistency of the	
trains	Rail Service
Government needs to cover the shortfall amd not rely on the people to pay the price. Also fare evasion	
needs to stop. New gates have people on my pushing through. Hate hate hate it	Fare Evasion/Safety/Crime
Negative Quality of life impact caused by amount of financial savings should be major consideration.	
Effects of cuts to bus and rail on MetroAccess routes and hours have negative qol effects for health	
care, food and work as well as volunteer activities which may yield minimal fiscal savings for wmata.	
Please minimize negative impacts on QOL through MetroAccess cuts to gain some fiscal savings.	
riease minimize negative impacts on QOL through MetroAccess cuts to gain some riscal savings.	Operating Budget, Management and Spending
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor	Operating Budget, Management and Spending
	Operating Budget, Management and Spending
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all	Operating Budget, Management and Spending
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor	Operating Budget, Management and Spending Operating Budget, Management and Spending
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be	
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort.	
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort. Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and jackson reed high	Operating Budget, Management and Spending Bus Service
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort. Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and jackson reed high school.	Operating Budget, Management and Spending Bus Service
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort. Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and jackson reed high school. Thank you for the opportunity to comment on the proposed cuts. I am strongly against the current plan	Operating Budget, Management and Spending Bus Service
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort. Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and jackson reed high school. Thank you for the opportunity to comment on the proposed cuts. I am strongly against the current plan of cutting back on services that so many of us depend on to make DC a livable city. The cost of living is	Operating Budget, Management and Spending Bus Service
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort. Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and jackson reed high school. Thank you for the opportunity to comment on the proposed cuts. I am strongly against the current plar of cutting back on services that so many of us depend on to make DC a livable city. The cost of living is already astronomical, and we depend on these bus routes on a day to day basis to get to work and to	Operating Budget, Management and Spending Bus Service
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort. Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and jackson reed high school. Thank you for the opportunity to comment on the proposed cuts. I am strongly against the current plan of cutting back on services that so many of us depend on to make DC a livable city. The cost of living is already astronomical, and we depend on these bus routes on a day to day basis to get to work and to get around the city. I take the 42/43 during the week to get to my job at the State Department, and I as	Operating Budget, Management and Spending Bus Service
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort. Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and jackson reed high school. Thank you for the opportunity to comment on the proposed cuts. I am strongly against the current plan of cutting back on services that so many of us depend on to make DC a livable city. The cost of living is already astronomical, and we depend on these bus routes on a day to day basis to get to work and to get around the city. I take the 42/43 during the week to get to my job at the State Department, and I as well as many other State Department employees would be severely affected if the bus were to have a	Operating Budget, Management and Spending Bus Service
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort. Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and jackson reed high school. Thank you for the opportunity to comment on the proposed cuts. I am strongly against the current plan of cutting back on services that so many of us depend on to make DC a livable city. The cost of living is already astronomical, and we depend on these bus routes on a day to day basis to get to work and to get around the city. I take the 42/43 during the week to get to my job at the State Department, and I as well as many other State Department employees would be severely affected if the bus were to have a curtailed route.	Operating Budget, Management and Spending Bus Service
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort. Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and jackson reed high school. Thank you for the opportunity to comment on the proposed cuts. I am strongly against the current plar of cutting back on services that so many of us depend on to make DC a livable city. The cost of living is already astronomical, and we depend on these bus routes on a day to day basis to get to work and to get around the city. I take the 42/43 during the week to get to my job at the State Department, and I as well as many other State Department employees would be severely affected if the bus were to have a curtailed route. With this proposed plan, there seem to be very few buses terminating at Foggy Bottom/ Potomac Park.	Operating Budget, Management and Spending Bus Service
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort. Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and jackson reed high school. Thank you for the opportunity to comment on the proposed cuts. I am strongly against the current plar of cutting back on services that so many of us depend on to make DC a livable city. The cost of living is already astronomical, and we depend on these bus routes on a day to day basis to get to work and to get around the city. I take the 42/43 during the week to get to my job at the State Department, and I as well as many other State Department employees would be severely affected if the bus were to have a curtailed route. With this proposed plan, there seem to be very few buses terminating at Foggy Bottom/ Potomac Park. Thousands of federal employees work in this area and the walk from the proposed Farragut is 20 min.	Operating Budget, Management and Spending Bus Service
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort. Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and jackson reed high school. Thank you for the opportunity to comment on the proposed cuts. I am strongly against the current plar of cutting back on services that so many of us depend on to make DC a livable city. The cost of living is already astronomical, and we depend on these bus routes on a day to day basis to get to work and to get around the city. I take the 42/43 during the week to get to my job at the State Department, and I as well as many other State Department employees would be severely affected if the bus were to have a curtailed route. With this proposed plan, there seem to be very few buses terminating at Foggy Bottom/ Potomac Park. Thousands of federal employees work in this area and the walk from the proposed Farragut is 20 min. As a U street resident, it takes me longer to take Metro bus than to walk to work most days because of	Operating Budget, Management and Spending Bus Service Bus Service
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort. Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and jackson reed high school. Thank you for the opportunity to comment on the proposed cuts. I am strongly against the current plan of cutting back on services that so many of us depend on to make DC a livable city. The cost of living is already astronomical, and we depend on these bus routes on a day to day basis to get to work and to get around the city. I take the 42/43 during the week to get to my job at the State Department, and I as well as many other State Department employees would be severely affected if the bus were to have a curtailed route. With this proposed plan, there seem to be very few buses terminating at Foggy Bottom/ Potomac Park. Thousands of federal employees work in this area and the walk from the proposed Farragut is 20 min. As a U street resident, it takes me longer to take Metro bus than to walk to work most days because of previous bus route reductions. Would hate to see more without new routes ending in Foggy Bottom.	Operating Budget, Management and Spending Bus Service Bus Service
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort. Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and jackson reed high school. Thank you for the opportunity to comment on the proposed cuts. I am strongly against the current plar of cutting back on services that so many of us depend on to make DC a livable city. The cost of living is already astronomical, and we depend on these bus routes on a day to day basis to get to work and to get around the city. I take the 42/43 during the week to get to my job at the State Department, and I as well as many other State Department employees would be severely affected if the bus were to have a curtailed route. With this proposed plan, there seem to be very few buses terminating at Foggy Bottom/ Potomac Park. Thousands of federal employees work in this area and the walk from the proposed Farragut is 20 min. As a U street resident, it takes me longer to take Metro bus than to walk to work most days because of previous bus route reductions. Would hate to see more without new routes ending in Foggy Bottom	Operating Budget, Management and Spending Bus Service Bus Service Bus Service
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort. Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and jackson reed high school. Thank you for the opportunity to comment on the proposed cuts. I am strongly against the current plan of cutting back on services that so many of us depend on to make DC a livable city. The cost of living is already astronomical, and we depend on these bus routes on a day to day basis to get to work and to get around the city. I take the 42/43 during the week to get to my job at the State Department, and I as well as many other State Department employees would be severely affected if the bus were to have a curtailed route. With this proposed plan, there seem to be very few buses terminating at Foggy Bottom/ Potomac Park. Thousands of federal employees work in this area and the walk from the proposed Farragut is 20 min. As a U street resident, it takes me longer to take Metro bus than to walk to work most days because of previous bus route reductions. Would hate to see more without new routes ending in Foggy Bottom. The station lighting is too dim and makes it difficult for patrons to stay visible of potential harmful activity	Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort. Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and jackson reed high school. Thank you for the opportunity to comment on the proposed cuts. I am strongly against the current plan of cutting back on services that so many of us depend on to make DC a livable city. The cost of living is already astronomical, and we depend on these bus routes on a day to day basis to get to work and to get around the city. I take the 42/43 during the week to get to my job at the State Department, and I as well as many other State Department employees would be severely affected if the bus were to have a curtailed route. With this proposed plan, there seem to be very few buses terminating at Foggy Bottom/ Potomac Park. Thousands of federal employees work in this area and the walk from the proposed Farragut is 20 min. As a U street resident, it takes me longer to take Metro bus than to walk to work most days because of previous bus route reductions. Would hate to see more without new routes ending in Foggy Bottom. The station lighting is too dim and makes it difficult for patrons to stay visible of potential harmful activity. Keep fairs low, and metro open till 5:00 am.	Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort. Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and jackson reed high school. Thank you for the opportunity to comment on the proposed cuts. I am strongly against the current plan of cutting back on services that so many of us depend on to make DC a livable city. The cost of living is already astronomical, and we depend on these bus routes on a day to day basis to get to work and to get around the city. I take the 42/43 during the week to get to my job at the State Department, and I as well as many other State Department employees would be severely affected if the bus were to have a curtailed route. With this proposed plan, there seem to be very few buses terminating at Foggy Bottom/ Potomac Park. Thousands of federal employees work in this area and the walk from the proposed Farragut is 20 min. As a U street resident, it takes me longer to take Metro bus than to walk to work most days because of <i>sevel</i> to station lighting is too dim and makes it difficult for patrons to stay visible of potential harmful activity Keep fairs low, and metro open till 5:00 am The metro rail system and metro buses are part of my everyday life. When I returned to work after the	Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Rail Service
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort. Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and jackson reed high school. Thank you for the opportunity to comment on the proposed cuts. I am strongly against the current plan of cutting back on services that so many of us depend on to make DC a livable city. The cost of living is already astronomical, and we depend on these bus routes on a day to day basis to get to work and to get around the city. I take the 42/34 during the week to get to my job at the State Department, and I as well as many other State Department employees would be severely affected if the bus were to have a curtailed route. With this proposed plan, there seem to be very few buses terminating at Foggy Bottom/ Potomac Park. Thousands of federal employees work in this area and the walk from the proposed Farragut is 20 min. As a U street resident, it takes me longer to take Metro bus than to walk to work most days because of previous bus route reductions. Would hate to see more without new routes ending in Foggy Bottom. The station lighting is too dim and makes it difficult for patrons to stay visible of potential harmful activity Keep fairs low, and metro open till 5:00 am. The metro rail system and metro buses are part of my everyday life. When I returned to work after the pandemic, I had to wait 12+ minutes for the red line, now almost two years later it?s much better and	Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Rail Service
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort. Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and jackson reed high school. Thank you for the opportunity to comment on the proposed cuts. I am strongly against the current plar of cutting back on services that so many of us depend on to make DC a livable city. The cost of living is already astronomical, and we depend on these bus routes on a day to day basis to get to work and to get around the city. I take the 42/43 during the week to get to my job at the State Department, and I as well as many other State Department employees would be severely affected if the bus were to have a curtailed route. With this proposed plan, there seem to be very few buses terminating at Foggy Bottom/ Potomac Park. Thousands of federal employees work in this area and the walk from the proposed Farragut is 20 min. As a U street resident, it takes me longer to take Metro bus than to walk to work most days because of previous bus route reductions. Would hate to see more without new routes ending in Foggy Bottom. The station lighting is too dim and makes it difficult for patrons to stay visible of potential harmful activity Keep fairs low, and metro open till 5:00 am. The metro rail system and metro buses are part of my everyday life. When I returned to work after the pandemic, I had to wait 12+ minutes for the red line, now almost two years later it?s much better and I?ve been pleased. Cutting service and increasing costs would be detrimental for me getting around and partowers.	Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Rail Service
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort. Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and jackson reed high school. Thank you for the opportunity to comment on the proposed cuts. I am strongly against the current plan of cutting back on services that so many of us depend on to make DC a livable city. The cost of living is already astronomical, and we depend on these bus routes on a day to day basis to get to ware and to get around the city. I take the 42/43 during the week to get to my job at the State Department, and I as well as many other State Department employees would be severely affected if the bus were to have a curtailed route. With this proposed plan, there seem to be very few buses terminating at Foggy Bottom/ Potomac Park. Thousands of federal employees work in this area and the walk from the proposed Farragut is 20 min. As a U street resident, it takes me longer to take Metro bus than to walk to work most days because of previous bus route reductions. Would hate to see more without new routes ending in Foggy Bottom. The station lighting is too dim and makes it difficult for patrons to stay visible of potential harmful activity. Keep fairs low, and metro open till 5:00 am. The metro rail system and metro buses are part of my everyday life. When I returned to work after the pandemic, I had to wait 12+ minutes for the red line, now almost two years later it?s much better and I've been pleased. Cutting service and increasing costs would be detrimental for me getting around and to work. When it?s extremely hot or cold, I like have another option to work, that might be longer but aword.	Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Rail Service
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort. Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and jackson reed high school. Thank you for the opportunity to comment on the proposed cuts. I am strongly against the current plar of cutting back on services that so many of us depend on to make DC a livable city. The cost of living is already astronomical, and we depend on these bus routes on a day to day basis to get to work and to get around the city. I take the 42/43 during the week to get to my job at the State Department, and I as well as many other State Department employees would be severely affected if the bus were to have a curtailed route. With this proposed plan, there seem to be very few buses terminating at Foggy Bottom/ Potomac Park. Thousands of federal employees work in this area and the walk from the proposed Faragut is 20 min. As a U street resident, it takes me longer to take Metro bus than to walk to work most days because of previous bus route reductions. Would hate to see more without new routes ending in Foggy Bottom. The station lighting is too dim and makes it difficult for patrons to stay visible of potential harmful activity Keep fairs low, and metro open till 5:00 am The metro rail system and metro buses are part of my everyday life. When I returned to work after the pandemic, I had to wait 12+ minutes for the red line, now almost two years later it?s much better and I?ve been pleased. Cutting service and increasing costs would be detrimental for me getting around and to work. When it?s extremely hot or cold, I like have another option to work, that might be longer but has less walking (bus route 90/96). I also frequently use these on the weekends, often late, for	Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Rail Service
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort. Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and jackson reed high school. Thank you for the opportunity to comment on the proposed cuts. I am strongly against the current plar of cutting back on services that so many of us depend on to make DC a livable city. The cost of living is already astronomical, and we depend on these bus routes on a day to day basis to get to work and to get around the city. I take the 42/43 during the week to get to my job at the State Department, and I as well as many other State Department employees would be severely affected if the bus were to have a curtailed route. With this proposed plan, there seem to be very few buses terminating at Foggy Bottom/ Potomac Park. Thousands of federal employees work in this area and the walk from the proposed Farragut is 20 min. As a U street resident, it takes me longer to take Metro bus than to walk to work most days because of previous bus route reductions. Would hate to see more without new routes ending in Foggy Bottom. The station lighting is too dim and makes it difficult for patrons to stay visible of potential harmful activity Keep fairs low, and metro open till 5:00 am. The metro rail system and metro buses are part of my everyday life. When I returned to work after the pandemic, I had to wait 12+ minutes for the red line, now almost two years later it?s much better and 1?ve been pleased. Cutting service and increasing costs would be detrimental for me getting around and to work. When it?s extremely hot or cold, J like have another option to work, that might be longer but has less walking (bus route 90/96). I also frequenty us these on the weekends, often late, fo	Operating Budget, Management and Spending Bus Service Bus Service Rail Service Rail Service
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort. Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and jackson reed high school. Thank you for the opportunity to comment on the proposed cuts. I am strongly against the current plan of cutting back on services that so many of us depend on to make DC a livable city. The cost of living is already astronomical, and we depend on these bus routes on a day to day basis to get to work and to get around the city. I take the 42/43 during the week to get to my job at the State Department, and I as well as many other State Department employees would be severely affected if the bus were to have a curtailed route. With this proposed plan, there seem to be very few buses terminating at Foggy Bottom/ Potomac Park. Thousands of federal employees work in this area and the walk from the proposed Farragut is 20 min. As a U street resident, it takes me longer to take Metro bus than to walk to work most days because of previous bus route reductions. Would hate to see more without new routes ending in Foggy Bottom. The station lighting is to odim and makes it difficult for patrons to stay visible of potential harmful activity Keep fairs low, and metro open till 5:00 am. The metro rail system and metro buses are part of my everyday life. When I returned to work after the pandemic, I had to wait 12+ minutes for the red line, now almost two years later it?s much better and 17ve been pleased. Cutting service and increasing costs would be detrimental for me getting around and to work. When it?s extremely hot or cold, I like have another option to work, that might be longer but has less walking (bus route 90/96). I also frequently use these on the weekends, often late, for	Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Rail Service Bus Service
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort. Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and jackson reed high school. Thank you for the opportunity to comment on the proposed cuts. I am strongly against the current plan of cutting back on services that so many of us depend on to make DC a livable city. The cost of living is already astronomical, and we depend on these bus routes on a day to day basis to get to wark and to get around the city. I take the 42/43 during the week to get to my job at the State Department, and I as well as many other State Department employees would be severely affected if the bus were to have a curtailed route. With this proposed plan, there seem to be very few buses terminating at Foggy Bottom/ Potomac Park. Thousands of federal employees work in this area and the walk from the proposed Farragut is 20 min. As a U street resident, it takes me longer to take Metro bus than to walk to work most days because of previous bus route reductions. Would hate to see more without new routes ending in Foggy Bottom. The station lighting is too dim and makes it difficult for patrons to stay visible of potential harmful activity Keep fairs low, and metro open till 5:00 am. The metro rail system and metro buses are part of my everyday life. When I returned to work after the pandemic, I had to wait 12+ minutes for the red line, now almost two years later it?s much better and I?ve been pleased. Cutting service and increasing costs would be detrimental for me getting around and to work. When it?s extremely hot or cold, 1 like have another option to work, that might be longer but has less walking (bus route 90/96). I also frequently use these on the weekends, often late, for plans in different	Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Rail Service Bus Service
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort. Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and jackson reed high school. Thank you for the opportunity to comment on the proposed cuts. I am strongly against the current plan of cutting back on services that so many of us depend on to make DC a livable city. The cost of living is already astronomical, and we depend on these bus routes on a day to day basis to get to work and to get around the city. I take the 42/43 during the week to get to my job at the State Department, and I as well as many other State Department employees would be severely affected if the bus were to have a curtailed route. With this proposed plan, there seem to be very few buses terminating at Foggy Bottom/ Potomac Park. Thousands of federal employees work in this area and the walk from the proposed Farragut is 20 min. As a U street resident, it takes me longer to take Metro bus than to walk to work most days because of previous bus route reductions. Would hate to see more without new routes ending in Foggy Bottom. The station lighting is to dim and makes it difficult for patrons to stay visible of potential harmful activity Keep fairs low, and metro open till 5:00 am. The metro rail system and metro buses are part of my everyday life. When I returned to work after the pandemic, I had to wait 12+ minutes for the red line, now almost two years later it?s much better and I?ve been pleased. Cutting service and increasing costs would be detrimental for me getting around and to work. When it?s extremely hot or cold, I like have another option to work, that might be longer but has less walking (bus route 90/96). I also frequently use these on the weeknds, often late, for plans in different pa	Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Rail Service Bus Service
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort. Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and jackson reed high school. Thank you for the opportunity to comment on the proposed cuts. I am strongly against the current plar of cutting back on services that so many of us depend on to make DC a livable city. The cost of living is already astronomical, and we depend on these bus routes on a day to day basis to get to work and to get around the city. I take the 42/43 during the week to get to my job at the State Department, and I as well as many other State Department employees would be severely affected if the bus were to have a curtailed route. With this proposed plan, there seem to be very few buses terminating at Foggy Bottom/ Potomac Park. Thousands of federal employees work in this area and the walk from the proposed Farragut is 20 min. As a U street resident, it takes me longer to take Metro bus than to walk to work most days because of previous bus route reductions. Would hate to see more without new routes ending in Foggy Bottom. The station lighting is too dim and makes it difficult for patrons to stay visible of potential harmful activity Keep fairs low, and metro open till 5:00 am. The metro rail system and metro buses are part of my everyday life. When I returned to work after the pandemic, I had to wait 12+ minutes for the red line, now almost two years later it?s much better and 1?ve been pleased. Cutting service and increasing costs would be detrimental for me getting around and to work. When it?s extremely hot or cold, like have another option to work, that might be longer but has less walking (bus route 90/96). I also frequently use these on the weekends, often late, fo	Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Rail Service Bus Service
Service cuts should first occur in the DC suburbs with Virginia bearing the heaviest burden due to poor investment in the budget shortfall. First, the Potomac Yards station should be closed. Second, Close all new Silver Line Extension stops except for Dulles' stop. Cuts to inner city/DC proper stations should be last resort. Kids in Chevy Chase DC NEED the M4 (which is packed!) to get to deal middle and jackson reed high school. Thank you for the opportunity to comment on the proposed cuts. I am strongly against the current plan of cutting back on services that so many of us depend on to make DC a livable city. The cost of living is already astronomical, and we depend on these bus routes on a day to day basis to get to work and to get around the city. I take the 42/43 during the week to get to my job at the State Department, and I as well as many other State Department employees would be severely affected if the bus were to have a curtailed route. With this proposed plan, there seem to be very few buses terminating at Foggy Bottom/ Potomac Park. Thousands of federal employees work in this area and the walk from the proposed Farragut is 20 min. As a U street resident, it takes me longer to take Metro bus than to walk to work most days because of previous bus route reductions. Would hate to see more without new routes ending in Foggy Bottom. The station lighting is to odim and makes it difficult for patrons to stay visible of potential harmful activity. Keep fairs low, and metro open till 5:00 am. The metro rail system and metro buses are part of my everyday life. When I returned to work after the pandemic, I had to wait 12 + minutes for the red line, now almost two years later it?s much better and 1/2v been pleased. Cutting service and increasing costs would be detrimental for me getting around and to work. When it?s extremely hot or cold, I like have another option to work, that might be longer but has less walking (bus route 90/96). I also frequently use these on the weekends, often late, for plans in differen	Operating Budget, Management and Spending Bus Service Bus Service Rail Service Rail Service Bus Service Bus Service

Comment	Category
Let?s please not try to reduce service and extend wait times in order to meet budget. This is not the	
solution. In this scenario, riders would just use alternative methods of transportation rather than wait	
for the metro/have delayed service. What needs to happen is a new marketing/awareness campaign	
and extend accessibility so people are more incentivized to take the metro.	Operating Budget, Management and Spending
I do not drive and rely on Metrorail to get almost everywhere. My children rely on Metro for	
transportation to and from school. Service cuts will affect us badly. Service is still not where it was prior	
to the issues with the 7000 series trains and having out commutes increase again is not sitting well. An even less functional/useful transit system would make the DC area a far less appealing place to live and	
work. I hope local governments rise to the occasion because these cuts really affect the people who	
rely on public transportation.	Bus Service
Increasing service time to earlier in the morning on weekends and later at night at weekends would	
measurably and remarkably improve my life and ability to live in DC.	Service Levels
If the proposed changes occur, I will have to move and get a new job. It is unreasonable to change the	
metro system when so many people rely on it to get around. One of the stations that would be closed	
is the station I use to get to work. My main mode of transportation is the current metro system. I	
cannot live and work in DC if these proposed changes occur.	Rail Service
Please don?t cut service after 10 PM on metro as it would hugely affect the arts and entertainment	
industry, which is the main reason I use metro. Almost all shows start around 7:30-8 and get out after	
10.	Rail Service
Increasing fares while reducing service isn?t the way to go. So many in the city rely on public transit to	
get to work. The side effect will increase car traffic, which is already too high for a city of this design	
and size. Make park and rides safer, clean the metro stations, fix the bus stops (they are usually covered	
in garbage) and give a monthly pass discount. Police should be stopping actual crimes at metro stations	
and bus stops. Fare jumping shouldn?t be a focus. They aren?t going to pay anyway. It?s a waste of	
resources. Focus on increasing paid ridership instead of wasting money on those who don't pay. Stop	
buying those gates. That money could pay for stations to be cleaned more often, fixing elevators for	
accessibility, and general maintenance.	Bus Service
Given that there are 3 separate state-level entities that are funding WMATA, service cuts should effect the jurisdictions that contribute the least to the budget. If DC funds it's share entirely, it shouldn't face	
the jurisdictions that contribute the least to the budget. If DC funds it's share entirely, it shouldn't face any service cuts.	Operating Budget, Management and Spending
Please do not cut service of buses throughout the DMV. Many people rely on these to get to and from	ioperating budget, Management and openung
work, appointments, childcare, family, etc. and cutting these lines will only drastically make things	
more difficult.	Bus Service
Frequency of service is imperative, and budget issues should be resolved by enforcing existing fares,	
disciplining evaders, and raising fares if necessary.	Operating Budget, Management and Spending
I know customers appreciate the timeliness and frequency that the metro rail and busses run, but it is	
crucial that the fares remain the same.	Bus Service
Why would we pay more for worse service? The worst idea by far would be cutting rush hour service to	
trains every 15 mins. Would be faster to walk	Rail Service
Please take into consideration how students get to schools in DC. There already seem to not be enough	
buses for kids to commute to/from school at dismissal. Perhaps just run more buses on those lines	
during school dismissal times, and then not run those routes during other parts of the day? Thanks!	Bus Service
The last question assumes those are the only two options. Do neither of those things and manage your	
better	Miscellaneous
Please do not cut service times on metro rail. having a car is not economically feasible for me or my	
immediate friends. Parking is too expensive in the city, and having a car makes no financial sense. I rely	
on Metro rail as my exclusive form of transportation. I could not get to work at a reasonable hour, if	
the red line or green line or yellow line service is not prompt. I repeat, please do not make any changes	
to metro rail service. I would much prefer to pay a slightly higher fare than weight 15 to 20 minutes for	
the next train.	Operating Budget, Management and Spending
It is unfair that MD and VA are not contributing to the overall maintenance of the transit system that	A Constant and a const
their residents use.	Miscellaneous
their residents use. Overall I like the metro system. My main concern is the accessibility for people who do not drive or use	Miscellaneous
their residents use. Overall I like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get	
their residents use. Overall I like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks.	Rail Service
their residents use. Overall I like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don?t cut service!!!!!	
their residents use. Overall I like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don?t cut service!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service	Rail Service
their residents use. Overall I like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don?t cut service!!!!!	Rail Service Miscellaneous
their residents use. Overall I like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don't cut service!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your	Rail Service
their residents use. Overall I like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don?t cut service!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization	Rail Service Miscellaneous
their residents use. Overall I like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don't cut service!!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks!	Rail Service Miscellaneous
their residents use. Overall I like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don?t cut service!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service
their residents use. Overall I like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don?t cut service!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA need to provide more funding to metro.	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service
their residents use. Overall I like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don?t cut service!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA need to provide more funding to metro. Please do something about the frequent signal problems & stalled trains that hold up train service.	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Rail Service
their residents use. Overall I like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don?t cut service!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA need to provide more funding to metro. Please do something about the frequent signal problems & stalled trains that hold up train service. Fund it through taxes instead of fares. Fares are just a tax on the mostly poor who use public transit	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Rail Service Fares/Fees/Parking
their residents use. Overall I like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don?t cut service!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA need to provide more funding to metro. Please do something about the frequent signal problems & stalled trains that hold up train service. Fund it through taxes instead of fares. Fares are just a tax on the mostly poor who use public transit Please keep service and open later on the weekends. It's worth it to increase fares a little!	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Rail Service
their residents use. Overall I like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don?t cut service!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA need to provide more funding to metro. Please do something about the frequent signal problems & stalled trains that hold up train service. Fund it through taxes instead of fares. Fares are just a tax on the mostly poor who use public transit Please keep service and open later on the weekends. It?s worth it to increase fares a little! Any cut to service will severely impact metro rail people can not rely on a train that comes less than	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Rail Service Fares/Fees/Parking Fares/Fees/Parking
their residents use. Overall I like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don?t cut service!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA need to provide more funding to metro. Flund it through taxes instead of fares. Fares are just a tax on the mostly poor who use public transit Please keep service and open later on the weekends. It?s worth it to increase fares a little! Any cut to service will severely impact metro rail people can not rely on a train that comes less than every 8 minutes or a bus 15	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Rail Service Fares/Fees/Parking
their residents use. Overall I like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don?t cut service!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA need to provide more funding to metro. Please do something about the frequent signal problems & stalled trains that hold up train service. Fund it through taxes instead of fares. Fares are just a tax on the mostly poor who use public transit Please keep service and open later on the weekends. It?s worth it to increase fares a little! Any cut to service will severely impact metro rail people can not rely on a train that comes less than every 8 minutes or a bus 15 Not telling you anything you don't already know, but it's such an impossible budgetary challenge!	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Rail Service Fares/Fees/Parking Fares/Fees/Parking
their residents use. Overall I like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don?t cut service!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA need to provide more funding to metro. Please do something about the frequent signal problems & stalled trains that hold up train service. Fund it through taxes instead of fares. Fares are just a tax on the mostly poor who use public transit Please keep service and open later on the weekends. It?s worth it to increase fares a little! Any cut to service will severely impact metro rail people can not rely on a train that comes less than every 8 minutes or a bus 15 Not telling you anything you don't already know, but it's such an impossible budgetary challenge! Taxpayers from throughout the DMV should be contributing more to WMATA operations. Fares going	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Rail Service Fares/Fees/Parking Fares/Fees/Parking
their residents use. Overall I like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don't cut service!!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA need to provide more funding to metro. Please do something about the frequent signal problems & stalled trains that hold up train service. Fund it through taxes instead of fares. Fares are just a tax on the mostly poor who use public transit Please keep service and open later on the weekends. It?s worth it to increase fares a little! Any cut to service will severely impact metro rail people can not rely on a train that comes less than every 8 minutes or a bus 15 Not telling you anything you don't already know, but it's such an impossible budgetary challenge! Taxpayers from throughout the DMV should be contributing more to WMATA operations. Fares going higher, or service cuts for that matter, do nothing but incentivize driving. Unless we and the entire	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Rail Service Fares/Fees/Parking Fares/Fees/Parking
their residents use. Overall I like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don?t cut service!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA need to provide more funding to metro. Please do something about the frequent signal problems & stalled trains that hold up train service. Fund it through taxes instead of fares. Fares are just a tax on the mostly poor who use public transit Please keep service and open later on the weekends. It?s worth it to increase fares a little! Any cut to service will severely impact metro rail people can not rely on a train that comes less than every 8 minutes or a bus 15 Not telling you anything you don't already know, but it's such an impossible budgetary challenge! Taxpayers from throughout the DNV should be contributing more to WMATA operations. Fares going higher, or service cuts for that matter, do nothing but incentivize driving. Unless we want the entire area to continue its ascent on the list of worst traffic cities in the US, there is more support needed	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Rail Service Fares/Fees/Parking Fares/Fees/Parking
their residents use. Overall I like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don?t cut service!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA need to provide more funding to metro. Please do something about the frequent signal problems & stalled trains that hold up train service. Fund it through taxes instead of fares. Fares are just a tax on the mostly poor who use public transit Please keep service and open later on the weekends. It?s worth it to increase fares a little! Any cut to service will severely impact metro rail people can not rely on a train that comes less than every 8 minutes or a bus 15 Not telling you anything you don't already know, but it's such an impossible budgetary challenge! Taxpayers from throughout the DMV should be contributing more to WMATA operations. Fares going higher, or service cuts for that matter, do nothing but incentivize driving. Unless we want the entire area to continue its ascent on the list of worst traffic cities in the US, there is more support needed from VA, MD and DC taxpayers. It wouldn't take much in the way of fare increases to get me back in	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Rail Service Fares/Fees/Parking Fares/Fees/Parking Bus Service
their residents use. Overall I like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don?t cut service!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA need to provide more funding to metro. Please do something about the frequent signal problems & stalled trains that hold up train service. Fund it through taxes instead of fares. Fares are just a tax on the mostly poor who use public transit Please keep service and open later on the weekends. It's worth it to increase fares a little! Any cut to service will severely impact metro rail people can not rely on a train that comes less than every 8 minutes or a bus 15 Not telling you anything you don't already know, but it's such an impossible budgetary challenge! Taxpayers from throughout the DMV should be contributing more to WMATA operations. Fares going higher, or service cuts for that matter, do nothing but incentivize driving. Unless we want the entire area to continue its ascent on the list of worst traffic cities in the US, there is more support needed from VA, MD and DC taxpayers. It wouldn't take much in the way of fare increases to get me back in the car. Thanks for soliciting comments from the public.	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Rail Service Fares/Fees/Parking Fares/Fees/Parking
their residents use. Overall 1 like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don't cut service!!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA need to provide more funding to metro. Please do something about the frequent signal problems & stalled trains that hold up train service. Fund it through taxes instead of fares. Fares are just a tax on the mostly poor who use public transit Please keep service and open later on the weekends. It?s worth it to increase fares a little! Any cut to service will severely impact metro rail people can not rely on a train that comes less than every 8 minutes or a bus 15 Not telling you anything you don't already know, but it's such an impossible budgetary challenge! Taxpayers from throughout the DMV should be contributing more to WMATA operations. Fares going higher, or service cuts for that matter, do nothing but incentivize driving. Unless we want the entire area to continue its ascent on the list of worst traffic cities in the US, there is more support needed from VA, MD and DC taxpayers. It wouldn't take much in the way of fare increases to get me back in the car. Thanks for soliciting comments from the public. extensive, efficient, and low cost public transport is extremely critical including for virginia, whether the	Rail Service Operating Budget, Management and Spending Bus Service Bus Service Rail Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Bus Service Operating Budget, Management and Spending
their residents use. Overall I like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don?t cut service!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA need to provide more funding to metro. Please do something about the frequent signal problems & stalled trains that hold up train service. Fund it through taxes instead of fares. Fares are just a tax on the mostly poor who use public transit Please keep service and open later on the weekends. It's worth it to increase fares a little! Any cut to service will severely impact metro rail people can not rely on a train that comes less than every 8 minutes or a bus 15 Not telling you anything you don't already know, but it's such an impossible budgetary challenge! Taxpayers from throughout the DMV should be contributing more to WMATA operations. Fares going higher, or service cuts for that matter, do nothing but incentivize driving. Unless we want the entire area to continue its ascent on the list of worst traffic cities in the US, there is more support needed from VA, MD and DC taxpayers. It wouldn't take much in the way of fare increases to get me back in the car. Thanks for soliciting comments from the public.	Rail Service Operating Budget, Management and Spending Bus Service Bus Service Rail Service Fares/Fees/Parking Fares/Fees/Parking Bus Service
their residents use. Overall 1 like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don't cut service!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA need to provide more funding to metro. Please do something about the frequent signal problems & stalled trains that hold up train service. Fund it through taxes instead of fares. Fares are just a tax on the mostly poor who use public transit Please keep service and open later on the weekends. It's worth it to increase fares a little! Any cut to service will severely impact metro rail people can not rely on a train that comes less than every 8 minutes or a bus 15 Not telling you anything you don't already know, but it's such an impossible budgetary challenge! Taxpayers from throughout the DMV should be contributing more to WMATA operations. Fares going higher, or service cuts for that matter, do nothing but incentivize driving. Unless we want the entire area to continue its ascent on the list of worst traffic cities in the US, there is more support needed from VA, MD and DC taxpayers. It wouldn't take much in the way of fare increases to get me back in the car. Thanks for soliciting comments from the public. extensive, efficient, and low cost public transport is extremely critical including for virginia, whether the know it or not.	Rail Service Operating Budget, Management and Spending Bus Service Bus Service Rail Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Bus Service Operating Budget, Management and Spending
their residents use. Overall 1 like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don?t cut service!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA need to provide more funding to metro. Please do something about the frequent signal problems & stalled trains that hold up train service. Fund it through taxes instead of fares. Fares are just a tax on the mostly poor who use public transit Please keep service and open later on the weekends. It's worth it to increase fares a little! Any cut to service will severely impact metro rail people can not rely on a train that comes less than every 8 minutes or a bus 15 Not telling you anything you don't already know, but it's such an impossible budgetary challenge! Taxpayers from throughout the DMV should be contributing more to WMATA operations. Fares going higher, or service cuts for that matter, do nothing but incentivize driving. Unless we want the entire area to continue its ascent on the list of worst traffic cities in the US, there is more support needed from VA, MD and DC taxpayers. It wouldn't take much in the way of fare increases to get me back in the car. Thanks for soliciting comments from the public. extensive, efficient, and low cost public transport is extremely critical including for virginia, whether the know it or not.	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Rail Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Bus Service Operating Budget, Management and Spending
their residents use. Overall 1 like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don't cut service!!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA need to provide more funding to metro. Please do something about the frequent signal problems & stalled trains that hold up train service. Fund it through taxes instead of fares. Fares are just a tax on the mostly poor who use public transit Please keep service and open later on the weekends. It's worth it to increase fares little! Taxpayers from throughout the DMV should be contributing more to WMATA operations. Fares going higher, or service cuts for that matter, do nothing but incentivize driving. Unless we want the entire area to continue its ascent on the list of worst traffic cities in the US, there is more support needed from VA, MD and DC taxpayers. It wouldn't take much in the way of fare increases to get me back in the car. Thanks for soliciting comments from the public. extensive, efficient, and low cost public transport is extremely critical including for virginia, whether the know it or not. The metro is an essential public service for all DMV citizens. It is the most important equalizer for the community, since every other transportation service is too expensive for many people. I don't believe	Rail Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Rail Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Bus Service Operating Budget, Management and Spending
their residents use. Overall 1 like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don't cut service!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA need to provide more funding to metro. Please do something about the frequent signal problems & stalled trains that hold up train service. Fund it through taxes instead of fares. Fares are just a tax on the mostly poor who use public transit Please keep service and open later on the weekends. It's worth it to increase fares a little! Any cut to service will severely impact metro rail people can not rely on a train that comes less than every 8 minutes or a bus 15 Not telling you anything you don't already know, but it's such an impossible budgetary challenge! Taxpayers from throughout the DMV should be contributing more to WMATA operations. Fares going higher, or service cuts for that matter, do nothing but incentivize driving. Unless we want the entire area to continue its ascent on the list of worst traffic cities in the US, there is more support needed from VA, MD and DC taxpayers. It wouldn't take much in the way of fare increases to get me back in the car. Thanks for soliciting comments from the public. The metro is an essential public renvice for all DMV citizens. It is the most important equalizer for the know it or not. The metro is an essential public transport is extr	Rail Service Operating Budget, Management and Spending Bus Service Bus Service Rail Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Bus Service Operating Budget, Management and Spending
their residents use. Overall 1 like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don't cut service!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA need to provide more funding to metro. Please do something about the frequent signal problems & stalled trains that hold up train service. Flund it through taxes instead of fares. Fares are just a tax on the mostly poor who use public transit Please keep service and open later on the weekends. It's worth it to increase fares a little! Any cut to service will severely impact metro rail people can not rely on a train that comes less than every 8 minutes or a bus 15 Not telling you anything you don't already know, but it's such an impossible budgetary challenge! Taxpayers from throughout the DMV should be contributing more to WMATA operations. Fares going higher, or service cuts for that matter, do nothing but incentivize driving. Unless we want the entire area to continue its ascent on the list of worst traffic cities in the US, there is more support needed from VA, MD and DC taxpayers. It wouldn't take much in the way of fare increases to get me back in the car. Thanks for soliciting comments from the public. extensive, efficient, and low cost public transport is extremely critical including for virginia, whether the know it or not. The metro is an essential public service for	Rail Service Operating Budget, Management and Spending Bus Service Bus Service Rail Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Bus Service Operating Budget, Management and Spending
their residents use. Overall 1 like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don?t cut service!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA need to provide more funding to metro. Please do something about the frequent signal problems & stalled trains that hold up train service. Fund it through taxes instead of fares. Fares are just a tax on the mostly poor who use public transit Please keep service and open later on the weekends. It's worth it to increase fares a little! Any cut to service will severely impact metro rail people can not rely on a train that comes less than every 8 minutes or a bus 15 Not telling you anything you don't already know, but it's such an impossible budgetary challenge! Taxpayers from throughout the DMV should be contributing more to WMATA operations. Fares going higher, or service cuts for that matter, do nothing but incentivize driving. Unless we want the entire area to continue its ascent on the list of worst traffic cities in the US, there is more support needed from VA, MD and DC taxpayers. It wouldn't take much in the way of fare increases to get me back in the car. Thanks for soliciting comments from the public. extensive, efficient, and low cost public transport is extremely critical including for virginia, whether the know it or not. The metro is an essential public service for a	Rail Service Operating Budget, Management and Spending Bus Service Bus Service Rail Service Fares/Fees/Parking Fares/Fees/Parking Bus Service Bus Service Operating Budget, Management and Spending
their residents use. Overall 1 like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don't cut service!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA need to provide more funding to metro. Please do something about the frequent signal problems & stalled trains that hold up train service. Fund it through taxes instead of fares. Fares are just a tax on the mostly poor who use public transit Please keep service and open later on the weekends. It?s worth it to increase fares a little! Any cut to service will severely impact metro rail people can not rely on a train that comes less than every 8 minutes or a bus 15 Not telling you anything you don't already know, but it's such an impossible budgetary challenge! Taxpayers from throughout the DMV should be contributing more to WMATA operations. Fares going higher, or service cuts for that matter, do nothing but incentivize driving. Unless we want the entire area to continue its ascent on the list of worst traffic cities in the US, there is more support needed from VA, MD and DC taxpayers. It wouldn't take much in the way of fare increases to get me back in the car. Thanks for soliciting comments from the public. extensive, efficient, and low cost public transport is extremely critical including for virginia, whether the know it or not. The metro is an essential public service for a	Rail Service Operating Budget, Management and Spending Bus Service Bus Service Rail Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Fares/Fees/Parking
their residents use. Overall 1 like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don't cut service!!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA need to provide more funding to metro. Please do something about the frequent signal problems & stalled trains that hold up train service. Fund it through taxes instead of fares. Fares are just a tax on the mostly poor who use public transit Please keep service and open later on the weekends. It?s worth it to increase fares a little! Any cut to service will severely impact metro rail people can not rely on a train that comes less than every 8 minutes or a bus 15 Not telling you anything you don't already know, but it's such an impossible budgetary challenge! Taxpayers from throughout the DMV should be contributing more to WMATA operations. Fares going higher, or service cuts for that matter, do nothing but incentivize driving. Unless we want the entire area to continue its ascent on the list of worst traffic cities in the US, there is more support needed from VA, MD and DC taxpayers. It wouldn't take much in the way of fare increases to get me back in the car. Thanks for soliciting comments from the public. extensive, efficient, and low cost public transport is extremely critical including for virginia, whether the know it or not. The metro is an essential public service for all DMV citizens. It is th	Rail Service Operating Budget, Management and Spending Bus Service Bus Service Rail Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Fares/Fees/Parking
their residents use. Overall 1 like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don't cut service!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA need to provide more funding to metro. Please do something about the frequent signal problems & stalled trains that hold up train service. Fund it through taxes instead of fares. Fares are just a tax on the mostly poor who use public transit Please keep service and open later on the weekends. It's worth it to increase fares a little! Any cut to service will severely impact metro rail people can not rely on a train that comes less than every 8 minutes or a bus 15 Not telling you anything you don't already know, but it's such an impossible budgetary challenge! Taxpayers from throughout the DMV should be contributing more to WMATA operations. Fares going higher, or service cuts for that matter, do nothing but incentivize driving. Unless we want the entire area to continue its ascent on the list of worst traffic cities in the US, there is more support needed from VA, MD and DC taxpayers. It wouldn't take much in the way of fare increases to get me back in the car. Thanks for soliciting comments from the public. The metro is an essential public service for all DMV citizens. It is the most important equalizer for the know it or not. The metro should be a profitable self-sustaining entity, but instead should	Rail Service Operating Budget, Management and Spending Bus Service Bus Service Rail Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Fares/Fees/Parking
their residents use. Overall 1 like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don?t cut service!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA need to provide more funding to metro. Please do something about the frequent signal problems & stalled trains that hold up train service. Fund it through taxes instead of fares. Fares are just a tax on the mostly poor who use public transit Please keep service and open later on the weekends. It?s worth it to increase fares a little! Any cut to service will severely impact metro rail people can not rely on a train that comes less than every 8 minutes or a bus 15 Not telling you anything you don't already know, but it's such an impossible budgetary challenge! Taxpayers from throughout the DMV should be contributing more to WMATA operations. Fares going higher, or service cuts for that matter, do nothing but incentivize driving. Unless we want the entire area to continue its ascent on the list of worst traffic cities in the US, there is more support needed from VA, MD and DC taxpayers. It wouldn't take much in the way of fare increases to get me back in the car. Thanks for soliciting comments from the public. extensive, efficient, and low cost public transport is extremely critical including for virginia, whether the konw it on not. The metro is an essential public service for all DMV citizens. It is the	Rail Service Operating Budget, Management and Spending Bus Service Bus Service Rail Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Fares/Fees/Parking
their residents use. Overall 1 like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don?t cut service!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA need to provide more funding to metro. Please do something about the frequent signal problems & stalled trains that hold up train service. Fund it through taxes instead of fares. Fares are just a tax on the mostly poor who use public transit Please keep service and open later on the weekends. It's worth it to increase fares a little! Any cut to service will severely impact metro rail people can not rely on a train that comes less than every 8 minutes or a bus 15 Not telling you anything you don't already know, but it's such an impossible budgetary challenge! Taxpayers from throughout the DMV should be contributing more to WMATA operations. Fares going higher, or service cuts for that matter, do nothing but incentivize driving. Unless we want the entire area to continue its ascent on the list of worst traffic cities in the US, there is more support needed from VA, MD and DC taxpayers. It wouldn't take much in the way of fare increases to get me back in the car. Thanks for soliciting comments from the public. extensive, efficient, and low cost public transport is extremely critical including for virginia, whether the know it or not. The metro is an essential public service for all DMV citizens. It is the	Rail Service Operating Budget, Management and Spending Bus Service Bus Service Rail Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Fares/Fees/Parking
their residents use. Overall 1 like the metro system. My main concern is the accessibility for people who do not drive or use wheelchairs. often times, elevators are closed off completely meaning those in wheel chairs can't get down to the tracks. Don't cut service!!!!! Eliminate austerity thinking in your budgeting and retain current levels of service or increase service levels by increasing taxes on the wealthiest DMV residents and/or trimming the fat at the top of your organization Please don't cut services, both Metro Rail & Metro Bus. I don't have a car. Ride-sharing is expensive. I prefer Metro. Please increase Metro Transit Police pay to have improved safety and security through out the WMATA System. Thanks! Keep the frequency and number of routes and increase fares before cutting frequency. DC, MD, and VA need to provide more funding to metro. Please do something about the frequent signal problems & stalled trains that hold up train service. Fund it through taxes instead of fares. Fares are just a tax on the mostly poor who use public transit Please keep service and open later on the weekends. It?s worth it to increase fares a little! Any cut to service will severely impact metro rail people can not rely on a train that comes less than every 8 minutes or a bus 15 Not telling you anything you don't already know, but it's such an impossible budgetary challenge! Taxpayers from throughout the DMV should be contributing more to WMATA operations. Fares going higher, or service cuts for that matter, do nothing but incentivize driving. Unless we want the entire area to continue its ascent on the list of worst traffic cities in the US, there is more support needed from VA, MD and DC taxpayers. It wouldn't take much in the way of fare increases to get me back in the car. Thanks for soliciting comments from the public. extensive, efficient, and low cost public transport is extremely critical including for virginia, whether the know it or not. The metro is an essential public service for a	Rail Service Operating Budget, Management and Spending Bus Service Bus Service Rail Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Fares/Fees/Parking

The circle was applied and applied app		
 And the protocol bases a subset of about the protocol bases and the protocol b	Comment	Category
The proceed much stree line if more line is here the is between the is a set of the is a set o		
abit in a deve or equip and in a deve or equip and its interest control and its manage and its interest control and its i	should be prioritized because it advances both of those goals.	MetroAccess
The dy compare purple to come a chard with a main a model with the main a model with a main a m		
minder geni her handbie beer er sendels her bet an mel er samsdie conner er subbie for en und neither sender out in the senders of the sende		Miscellaneous
biolated (MA), deep propuestion (MA), deep pr		
WMMA depin paperson besides a surranding, the entropy of the part of the p		
side autor starting of autor s		Bus Service
ale dock my performents of the Number of the Section 2014 (Section 2014) and Section 2014 (Sec		
 boxes, application is along the fight face, and the face along the callers, the fight face along the		
 bit sperioder index sperioder shorters of workers of the speriod base species of the species of th		
 Bitsday and young young books and young works that and young works that and young works and young		Due Consise
babasis georgenes have also as operating have also georgenes have also as operating have also georgenes ha		Bus Service
Aler soft of a series of a ser		
the use show are base to as he has miss study of pois haurs are subuit preserved in served. In end und und end und under a pois of the maximum and the miss and		
infer wind production in wind in a statisty of backet and and the statisty of the stati		
PLACE DO NOT ON SUPPORT Service and Se		Rus Sanisa
December Modelment Dec Relation Operating indeget, Management and geneding. Dec Relation (Control (Contro) (Contro) (Control (Control (Contro) (Control (Control (Contro) (Bus service
biggs backer, Marsegment and Spending Operating lacker, Marsegment and Spending biggs backer, Marsegment and Spending Derivating lacker, Marsegment and Spending biggs backer, Marsegment and Spending Derivating lacker, Marsegment and Spending biggs backer, Marsegment and Spending Derivating lacker, Marsegment and Spending biggs backer, Marsegment and Spending Derivating lacker, Marsegment and Spending biggs backer, Marsegment and Spending Derivating lacker, Marsegment and Spending biggs backer, Marsegment and Spending Derivating lacker, Marsegment and Spending biggs backer, Marsegment and Spending Derivating lacker, Marsegment and Spending biggs backer, Marsegment and Spending Derivating lacker, Marsegment and Spending biggs backer, Marsegment and Spending Derivating lacker, Marsegment and Spending biggs backer, Marsegment and Spending Derivating lacker, Marsegment and Spending biggs backer, Marsegment and Spending Derivating lacker, Marsegment and Spending biggs backer, Marsegment and Spending Derivating lacker, Marsegment and Spending biggs backer, Marsegment and Spending Derivating lacker, Marsegment and Spending biggs backer, Marsegment and Spending Derivating lacker, Marsegment and Spending biggs backer,		Miscellaneous
Get a biger from the provide start and have matrix incover in an actual you. Operating hugger, for a theory operation is a start of the start of theory operation is a start of the start of the start of theory operation is a start of the start of theory operation is a start of the start of theory operation is a start of the start operation is a start of theory operation is a start of the start operation is a start of theory operation is a start of theory operation is a start of theory operation is a start of the start operation is a start of theory operation is a start of theory operation is a start of the start operation is start of the start operation is a start of the start operation		
 Setting study control of any provide in our raisoff, raisoff is setting study control of any study control of the setting study control of any study control of the setting study		
To funct of control Dis Sorie Does not unite 17.1.5. Dis Sorie Dis sorie of the property intersorie intersori intersorie intersori intersorie inte		
Back Note Back Note Society to the the might the walk in the first of walk the might here walk is a first of walking thosand of propie enter and with the first of walk the might here walk is a first of walking thosand of propie enter and walk thru is first walk is a first of walking thosand of propie enter and walk thru is first walk is a first of walking thosand of propie enter and walk thru is first walk is a first of walking thosand of propie enter and walk thru is first walk is a first of walking thosand of propie enter and walk thru is first walk is a first of walking thosand of propie enter and walk thru is first walk is a first of walking thosand of propie enter and walk thru is first walk is a first of walking thosand of propie enter and walk thru is first walk is a first of walking thosand of propie enter and walk throw is the walk is a first of walking thosand of propie enter and walk throw is the walk is a first of walking thosand of propie enter and walk throw is the walk is a first of walking thosand of propie enter and walk throw is the walk is a first of walking thosand of propie enter and walk throw is the walk is a first of walking thosand of propie enter and walking thosand of propie enter and walking the walk is a first of walking thosand of propie enter and walkis andet the walking thosand of propie enter and walkis		Rail Service
Too needs to the the nempore the seaton. there dr us he prove year, year descent to the seaton of th		
bis the first of watching bisourds of proofs bits any order based or winds bits of refer three wald be a support of parties gain of advector watching bisourds and walk was any offer three walds and was any offer three was and any offer three was and offer three was any offer three was and three was and three was and three was any offer three was and three was and three was and three was and three was any offer three was and th		
supplie of more yet operations any moment business you can't watch thousend dup pay media lose material lose		
charge the one sparing failly etak or out services that the need Deside woold after ary more for the more to maxim its current running status. Curring services in a consequence to the space of the space		
Use metrol Bal Societ Disc Disc Disc		Bus Service
would part by more for the met to maintain its currer tunning status. Current analy sta		
hincresting weight funds weight		
Initing the three would cause people to pack more than interface of the task service of		
index is the question will it charge my likelihood to take the bur/intro? I have to take a sayway. Mos Service idex if it the fare increase, and if would want to set the metro stay egen hare on weekhed. I det the fare increase is the fare increase, and if would want to set the metro stay egen hare on weekhed. I det the fare increase is the fare increase. Mos Service idex if it the fare increase, and if would want to set the metro stay egen hare on weekhed. I det the fare increase and if would want to set the metro stay egen hare on weekhed. I det the fare increase and if will the service is the fare increase and if will the service is the servis is the servis is the servis is the service is the service is th		Rail Service
have not choice. If you change IL, multiplies gets worse fund our transite by transite periods. If you the serve served is a served transite of the served for served transite out to see the end to show to period the served for the served for served transite. If you the served the served for served transite out to set the end to served the served for served transite. If you the served for served transite out to set the served to served the served for served transite out to served the served for served transite. If you the served for served transite out to served the served for served transite out out to served the served for served transite out to served the served for served transite out to served the served for served transite. If you the served for served transites with served for served the served for served transites with served for served transites with served for served transites with served for served the served for served transites with served for served transites of served for served transites with served for served transites of served for served transites out the served for served transites for served transites of served for served transites of served for served transites out the served for served for served transites out the served for served transites out the served for served transites out the served for served		
den The the fare increase, and i would want to see the metro alary open itser on weekends. Infer den mainst usue? Is the people get on the two targe available and enjoy it beause of hour constraints of people get on the bus take without paying. I would be very happy (The first AM program for the set of the		Rus Service
metor sample, save h2s cheaper than any other transportation and enjoy it because of that. Faceboard Ca was more reliable. Save show the reliable of takes mutor save and purposely choose this registre because of the Camboard C		
Interesting numbers of people get on the bus Take without paying. I would be very happy if the first of the Carses and weak house and autoparticle to any state and people with autopart on the one of the cancel and even though the service of the cancel and even though the service of the cancel and the service of the cancel and the service and the se		
Bashbord CA was more reliable. Bus Service prompt mer interviews and curring worket would decrease my likelihood of taing metra and would must likely approxing the fare we cannot be where our dollars are being used decrease my likelihood of taing metra and would must likely approxing the fare we cannot be where our dollars are being used decrease my likelihood of taing metra and would must likely approxing the fare we cannot be where our dollars are being used decrease my likelihood of taing metra and would must likely approxing the fare we cannot be where our dollars are being used decrease my likelihood of taing metra and would must likely have the service is an outpatient table. Bus Service toting quarity (threas likely approxing the fare we cannot be stating/huburty in a set always have fare and proxing the approxing the service curve output were of fing the proxing the fare and proxing the service curve output were of fing the proxing and the service curve would be devisating. Yes and the service curve would be devisating if you don't the mear an entro. Bus Service The bus system (fourket) is and like and ontertime only in the tain the tain dhuburt and the ang and the devisating were devisating the devisating the devisating were devisating the devisating the devisating the devisating the devisating the devisation the devisation the devisation that the devisation the devis		
Fare increases and cutting service would decrease my kielihood of taking metro and would most kiely prompt met to move from DCL is do not wan ar and angupanysel, thoses this neglibulate thoses is prompt met to move from DCL is do not want and angupanysel, thoses this neglibulate because of how connected the netro is. Most people cannot alford the fare increase and even though your increasing the fare vacannots even being used specially when the service is not top quality (there already forger waits than NFC subway) and the station/burytrains are always for people with diabilities and those with lower income. MetroAccess and Metroral and bus are related to a strict of the and productiveness, as well as alfery. These service how any of fang the bedget stortifish, don't cut service. MetroAccess and Metroral and bus are related to a strict of the DC infrastructure, and any service outs would be dowstating. We need to management and tilluk. If Y far mose functions to program that the service cuts. The bus service of a strict out of the DC infrastructure, and any service outs witch these is already availul in its mater service cuts. The bus service is already availul in its waiting time and sometimes delays or time where the bus desn't or the delaystation out on the most the neers and the service cuts. The bus service is already availul in its waiting time and sometimes delays or times where the bus desn't or the delaystation out on the bus that the negreal public. The discussion durit the function gover in outpublic transportation is bling considered. Bus Service The outpublic that cutting down on public transportation system. Thank desn't and upsetting that cutting down on public transportation system. Thank desn't and upsetting the cuttan and heeds of the marginalized DMV readems where the public desn't and upsetting the transmitter as adviction, you are readen and portation system. Thank desn't and upsetting the wast and needs of the marginalized DMV readens where the public desn't and upsetting the cuttan and ne		Rus Sanica
prompt mot move from DC.1 do not own a car and purposely choose this neighborhood live in because of how connected the netro. is. Nots papels cannel affort the fair increase and even though your increasing the fare we cannot see where our dollars are being used expecially when the service is of the pupul information and the station. Pupul rais are always drive increasing the fare we cannot see where our dollars are being used expecially when the service is of the pupul information. And the station. Pupul rais are always drive increases are not if our dollars and being used expecially when the service is necessal to any of the DC crimitants and the station. Pupul rais are always the pupul rais and to pupul information. And we station are always and the pupul rais are always and there is a carlied to pupul rais are always and the pupul rais are always and there is a carlied to pupul rais are always and the pupul rais are always and the pupul rais and the pupul rais are always and the part of pupul rais are always and the degrated time. Recards the team are an enco- ted what are degrated time fait and sometimes delays of the weare a meru- mances alway and the degrated time. Recards the rais are always and the part of pupul rais are always and the degrated time fait and sometimes delays of the pereid pupul rais to show the degrated time fait and the degrated time. Recards the rais are always and the degrated time fait and the always and the degrated time fait and the algo power pupul rais and sometimes delays of the pereid pupul rais and the degrated time fait and the algo pupul rais and the fait from the ange and the degrated time fait and the algo pupul rais and the degrated time fait and the algo pupul rais and the degrated time fait fait and the degrated time fait fait and th		bus sei vice
because of how connected the netro is. Nost people cannot afford the fire increase and even though your increasing the free we cannot see we being used specially when the serve is ton top quality (there arready longer wals than NFC subway) and the stations/bur/trains are being used specially when the serve is were and the and porturbreeness, and were asset being used specially when the serve is the and porturbreeness, and were asset being used specially when the serve is being at statical to quality of the and porturbreeness, and were asset being used specially of and the fire and porturbreeness are and table, is the and set being used specially of and the net asset being used special to quality of the DC infrared to the pering bring the quality of the serve area. The serve and the file or your porturbreeness is and table, the serve area by the quality of the net a netro. The the system forutes, timing at an absolute to hege hings by the great and the general public. The the system forutes, timing at the mathing and system is the great and by the net a netro. The fact that you have the adsolute to the to the prings the great and by the net a netro. The fact that you have the adsolute to the to the prings the serve and the general public. The dual to the the adsolute to the to the serve is the great and by the mean and the general public. The dual to the designated time. Reducing services further only further makes traveling more that service a facts and/or decrease service, you are creating a downwal dyind that the tele service for service a facts and/or decrease service, you are creating a downwal dyind that the tele service and the service and the service and the service and the dual transportation is being considered to the service and the s		
youre increasing the fare we cannot see where our dollars are being used especially when the service is repeale with seale-selected officient proceeders, saved as safety. Please each other ways of fixing the properties of the service of the servi		
inct top quality (there saireds) (loger waits than NC subway) and the station/bu/chrain are ways for people with disabilities and those with lower income, MetroAccess and Metronal and bus are circuits to quality of fire and productiveness, as well a staffy. Please seek of the ways of fining the bedget shortals, don't cut service! Metro is a cricuita patient of the DC infrastructure, and any service cuts would be devastating. We need to make speed and efficiency intropresents right now, as riderably is increasing? not cuts. Although free makes speed and efficiency, etc. than it is in make service cuts. Please pelase please no service cuts the basystem (course, timing, etc.) = a solubilety absymal, appeciality it would not be ease at the solution of the ease at the the basystem (course, timing, etc.) = a solubilety absymal, appeciality it would not be ease at the solution of the ease at the the basystem (course, timing, etc.) = a solubilety absymal, appeciality it would not be ease at the the basystem (course), timing, etc.) = a solubilety absymal, appeciality it would not be ease at the the basystem (course), timing, etc.) = a solubilety absymal, appeciality it would not be ease at the solution of the ease at the the solution of the despinated time. Reducting services further only theter mains traveling metro the despinated time. Reducting services further only theter mains consectioned the solution of the despinated time. Reducting services further only theter mains consectioned the solution of the region to getter, the despinated time. Reducting services further only theter mains consectioned the solution of the despinated time. Reducting services further only theter mains consectioned the solution theory the solution transportation the site a solution, you obviously dott the reduction transport the solution transport the the solution transport the solution transport the the solution transport the solution transport the solution transport the the solution transport the solution transport the		
diny bus Service crought of diabilities and those with lower income, MetroAccess and Metroal and bus are crucial to quality of file and productiveness, as well as safety. Please sets ofter ways of fining the beget shortfall, doint cut service bus Service Bus Service Bus Service Bus Service Wattors, is a critical part of the DC infrastructure, and any service cuts would be devestating. We need to increases are not ideal, R*A firm one Favorable to keep things 7as they are? and focus on improving wait times, ride direfticery, etc. than it is in make service cuts. Bhose place places no service. Cut10 Bus Service The bus sprice is already awful in its waiting time and sometimes delays or times where the bus doenn? a mixe on the delagistated time. Reducing services further only further make straveling more to make and the delagistated time. Reducing services further only further make straveling more doenn? a mixe on the delagistated time. Reducing services further only further make straveling more to make and the region to perfore. Noth time cands the advellated operation hugget and corabilities for discus. Now there can be a defaulted operation hugget and corabilities for discus. Now there can be a defaulted operation hugget and corabilities for discus. Now there can be a defaulted operation hugget and corabilities for discus. Now there can be a defaulted operation hugget and corabilities and those service. Now are creating a downward spiral that will be were dimenter tains cuts. If you that that were you are musics is a solution, you dovolusiy dowt? Bus Service Beens blee proposed. Cuts would holds to eration neighborhoods and that isn't fair dimense more weight on the wants and needs of the marginalized DMV residen		
For people with disabilities and those with lower income, MetroAcces and Metroall and bus are recisit to autily of life and productivenes, as well as safety. Please sele other ways of fixing the Bus Service Bus Service Metros a strice just of the DC infrastructure, and any service cuts would be devastating. We need to make speed and efficiency, etc. than it is is make service cuts would be devastating. We need to the soster for convects limits, etc. are absoluted ayasyna. Service and the soster for convects limits, etc. are absoluted ayasyna. Service and the soster for convects limits, etc. are absoluted ayasyna. Service and the desparated time, sepecially if you don't live near are as bigh and for what? Bus Service		Bus Service
crucial to quility of life and productivenes, as well as affer, Please seek other ways of fing the beggt shortful, don't cut service beggt shortful, don't cut service beggt shortful, don't cut service have seed and efficiency improvements right now, as ricker hips in service, in cottus. Hibbo service increases are not ideal, it's fir more favorable to keep things its are yare and focus on improving wittims; rick efficiency, etc. than it is male service cut. Please please please no ervice cut. The bus system forules, liming, etc) are absolutely abysmal, especially if you don't live near a metro. The bus system is already and un its waiting time and sometimes delays or times where the bus for what? The bus service is already and un its waiting time and sometimes delays or times where the bus doesn't arive on the designated time. Reducing services further only further makes traveling more increases for avaiting that cutting down on public transportation is being considered. Portating budget, Management and Spending Core on etting the region together to discus how there can be a dedicated period together to discus how there are bas edicated period together to discus how there are bas edicated particino hystem. Than Case and the region together to discus how there are bas edicated period together to discus how there are bas edicated period together to discus how there are bas edicated particino hystem. Than Case are statistic. Fire more enployees. We need more trains not less. If you think trains every 15 minutes is a solution, you obvious/ on? How there to rease are statistic of the marginalized DMV redients whom you full et you more index in dived as transportation for ways or atomer, and are dived public transportation for more diffue haves is an advi diffuence whom cell fuel solutications of there marginalized DMV redients whom avail full et you more index is discus and there and proteo there marginalized of the more affluent residents. Fire more weight on the wants and needs of the more affluent residents. Ho		busschwee
bedget shortalis, don't cut service! bedget shortalis, don't cut service and service cuts would be devastating. We need to make speed and efficiency intervices and my evice cuts would be devastating. We need to make speed and efficiency intervices and my evice cuts Please please please no service cuts! bus system (more than it is make service cuts. Please please please no service cuts! bus system (more than it is make service cuts. Please please please no service cuts! bus system (more than it is make service trus. Please please please no service cuts! bus system (more than it is make service cuts. Please please please no service cuts! bus system (more than it is make service trus. Please please please no service cuts! bus service bus system (more trust), finding, et al a shortler and system of three on a meake traveling more for what? The bus system (more trust) mus than adding to cut EVEN MORE is completely absurd. Our taxes are so high and bus service bus service hardenge services hardenge service harden and to meake traveling more fancessible for various people. Public transportation is with to not now me but to the general public. Bus Service bus service hardenge services hardenge service		
Merico is a critical part of the DC infrastructure, and any service cuts would be devastating. We need to make speed and efficancy increvenent sight now, as roleships increasing on tomproving wait times, rice derivery, etc. than it is is make service cuts. Please please places no service cuts Bus Service		Bus Service
make speed and efficiency improvements right now, as indership is increasing ? not cuts. Although fare increases are not ideal. It SF arm ore favorable to keep things ? as they are? and focus on improve wait times, ride efficiency, etc. than it is is make service cuts. Please please please no service cuts the bus system (routes, timing, etc) are abouted by symma, especially if you don't live near a more for what? The bus system (routes, timing, etc) are abouted by symma, especially if you don't live near a more face states and wall in its waiting time and sometimes delays or times where the bus dones not read upsetting that cuting down on public transportation is being considered for what? The dasparted time, Reducing service, further only further makes traveling more inaccessible for various people. Public transportation is being considered focus on getting the region tagether to discus how there can be a defacated operation budget and capating increase fares and/re decrease service, you ar creating a domward spiral that, one portal deams site proposed cuts would isolate certain neighborhoods and that in fair mess site proposed cuts would isolate certain neighborhoods and that in fair mess site proposed cuts would isolate certain neighborhoods and that in fair we need nore realing to new easts and needs of the more glival oney out oviously don?t read entors. Prease the reader of reading the wants and needs of the more glival oney outfilled areas of the cty and surrounding area, instead of prioritizing the wants and needs of the more glival on out for the more glival transportation in one way or another, and east affect and frage add prioritizing the wants and needs of the more glival transportation or the transportation on the transportation of the wants and needs of the more glival transportation or way or another, and east affect and frage add prioritizing the wants and needs of the more glival transportation frage add frage and frage of the more glival transportation the wants and needs of the more glive to		
increases are not ideal, it's far more favorable to keep things 7s they are? and focus on improving wait times, ideal efficiency, etc., than it is make served cus. Please please please no served subservice in the bas sortice is already and/u in its waiting time and sometimes delays or times where the bus for what? In the bas sortice is already and/u in its waiting time and sometimes delays or times where the bus for its is an exerce to the general public. The bas sortice is already and/u in its waiting time and sometimes delays or times where the bus for whose people. Public transportation is bring considered is being considered is being considered in bus for the general public. The post people is a favorable transportation being considered is being considered is being considered in the general public. The post people is a favorable transportation being considered is being considered is being considered is being considered is being considered in the general public. The post people is a favorable transportation being considered is being considered is being considered in the general public. The post people is a favorable transportation being considered is being considered is being considered in the general public. The post people is a favorable transportation being considered is being considered in the general public. The general public transportation being considered is being considered is being considered in the general public transportation being considered is being considered in the general public transportation being considered is being considered in the set of the		
wait times, ride efficiency, etc. than it is is make service ucis. Please please no service ucit the bus system (routes, timing etc.) are aboutley abyand, expecially fry uod n't twe ner and no. The fact that you have the audacity to cut EVEN MORE is completely absurd. Our taxes are so high and for what? The bus service is already awful in its waiting time and sometimes delays or times where the bus doesn't arrive on the designated time. Reducing services further only further marks traveling more facts and for vision sepoils. Public transportation is being considered. Bus Service Bus Servi		
The bus system (routes, timing, etc) are absolutely absural, especially if you don't live near a metro. The bus system (routes, timing, etc) are absolutely absurd. Our tases are so high and for what? The bus service is already awful in its waiting time ad sometimes delays or times where the bus doesn't arrive on the designated time. Reducing services further only further makes traveling more maccessible for various people. Public transportation is vitil a considered. Bus Service Bu		Bus Service
The fact that you have the audacity to cut EVEN MORE is completely absurd. Our taxes are so high and bus Service Bus Service The bus service is already awful in its waiting time and sometimes delays or times where the bus deam? tarvie on the designated time. Reducing services further only further makes traveling more inaccessible for various people. Public transportation is vial to not only me but to the general public. It's disappointing and upsetting that cutting down on public transportation is been to bus deam? tarvie on the designated time. Reducing services further can be a declared operation budget and capital improvement budget. technology for real time bus and train data, app data, apen portals cleaner stations Bus Service Cosus on getting the region together can be a declared operation budget and capital improvement budget. technology for real time bus and train data, app data, apen portals cleaner stations Operating Budget, Management and Spending The more you increase fares and/or decrease service, you are creating a downward spiral that will be region together discust own that isn? tair Bus Service Beress/Bees/Parking Miscellaneous Reme more trains not less. If you think trains every 15 minutes is a solution, you obviously don? Miscellaneous Reme file more for for reliable daily transportation for more disavantaged/non-gentrified areas of the more affluert residents. Mill that waits and needs of the more affluert residents will find ways to make transportation work to them, in one way or another, and area Result and the core for the marginalized DWV residents who may fully result and ways to make transportation more for the eaple and ways to make transportation thaning service. Fares/Fees/Parking <td>The bus system (routes, timing, etc) are absolutely abysmal, especially if you don't live near a metro.</td> <td></td>	The bus system (routes, timing, etc) are absolutely abysmal, especially if you don't live near a metro.	
for what? Bus Service between its is laready and/ull in its waiting time and sometimes delays or times where the bus doesn't arrive on the designated time. Reducing services further only further makes traveling more inaccessible for various people. Public transportation is built condition is being considered. Bus Service Bus Service Bus Service Bus Service Focus on getting the region together to discus how there can be a dedicated operation budget and coparating Budget, Management and Spending Bus Service The more you increase fares and/or decrease service, you are creating a downward spiral that will be impossible to recover from. We need a functioning and funded public transportation system. Than if em more uppreses. Fares/Fees/Parking Seems like proposed cuts would isolate certain neighborhoods and that isn? thair Bus Service Read Secore from We need a functioning and funded public transportation system. Than impossible to recover from the wants and needs of the marginalized DNV residents who mary fuller meried the marginalized DNV residents who mary fully req on Metro for reliable daily transportation from more disadvantaged/non-gentrified areas of the drive and surrounding areas, instead of prioriting the wants and needs of the more affluent residents. Affluent residents will find ways to cannot from the system as is - and will further amarginalize the less affluent residents of this area who are simply trying to get to work to make ends meet. Fares/Fees/Parking Try to increase indership by increasing service and keeping prices low! Service Leveis Fares/Fees/Parking <td></td> <td></td>		
The bus service is already awful in its waiting time and sometimes delays or times where the bus deasn't arrive on the designated time. Reducing services further only further makes traveling more inaccessible for various people. Public transportation is vital to not only me but to the general public. It's disappointing and upsetting that cutting down on public transportation is being considered. Bus Service Bus Service Tecsus on getting the region together to discus how there can be a defactated operation budget and capital improvement budget, technology for real time bus and train data, app data, open portal of the region together to discus how there can be a defactated operation budget and some	for what?	Bus Service
his cossible for various people. Public transportation is vial to not only me but to the general public. It?s disappointing and upsetting that cutting down on public transportation is being considered. Bus Service Bus Service Bus Service Derating Budget, Management and Spending Corear form. We need a functioning and funded public transportation system. Thank Fire more employees. Seems like proposed cuts would isolate certain neighborhoods and that isn?t fair We need more trains not less. If you think trains every 15 minutes is a solution, you obviously don?t Read Bus Dervice Paracy Frees/Parking Fire more weight on the wants and needs of the marginalized DWV residents who may fully rely on Metro for reliable daily transportation more disadvantaged/non-gentrified areas of the rely and surrounding areas, instead of prioritisting the wants and needs of the marginalized DWV residents who may fully rely on Metro for reliable daily transportation form more disadvantaged/non-gentrified areas of the rely on Metro for reliable daily transportation work for them, in one way or another, and are more likely to work for organizations that cover Metro fees and fares anyway. Raising fares will only increase the number of are vedget - individuals who cannot affort the system as is - and will further rely on Metro for reliable daily transportation work for them, in one way or another, and are more likely to work for organizations that cover Metro fees and fares anyway. Raising fares will only increase the number of fare vedget - individuals who cannot affort the system as is - and will further related the spotning, these proposed will make it transportation fundings ? The prices are already fusappointing. These proposals will make it perfectly unaffordabie for the proces who need it most, the working, also gassib to a cover bet to the finished. Readline needs to be dive and through the service, all you will do is nake it perfectly unaffordabie for the proces already fusappointing. The perfores aready d	The bus service is already awful in its waiting time and sometimes delays or times where the bus	
http://disponiting and upsetting that cutting down on public transportation is being considered. Bus Service Focus on getting the region together to discus how there can be a dedicated operation budget and capital improvement budget. technology for real time bus and train data, app data, open portais Operating Budget, Management and Spending The more you increase fares and/or decrease service, you are creating a downward spiral that will be impossible to recover form. We need a functioning and funded public transportation system. Thank Far/Sees/Parking Faces/Fees/Parking Bus Service Bus Service We need more trains not less. If you think trains every 15 minutes is a solution, you obviously don?t inde metro. Rail Service Rail Service Rail Service Please place more weight on the wants and needs of the marginalized DMV residents who may fully residents will find ways to make transportation more disadanting fares will ont in more disadanting fares will ont were for earlanged/non-gentrified areas of the more affluent residents. Affluent residents of this area who are simply trying to get to work to make early marginalized DMV residents who may fully receive the number of fare eaders - individuals who cannot afford the system as is - and will further marginalize the less affluent residents of this area who are simply trying to get to work to make early and train data area and ways. Raising fares will only the service bareasing avery the sing fares will only the site service. Pro terms weight in tresidents of this area who are simply trying to get to work to make early data pointing. These proposals will make it sendalously bad. This is the capital bus work for organization work for data area data service. Service Levels	doesn?t arrive on the designated time. Reducing services further only further makes traveling more	
http://disponiting and upsetting that cutting down on public transportation is being considered. Bus Service Focus on getting the region together to discus how there can be a dedicated operation budget and capital improvement budget. technology for real time bus and train data, app data, open portais Operating Budget, Management and Spending The more you increase fares and/or decrease service, you are creating a downward spiral that will be impossible to recover form. We need a functioning and funded public transportation system. Thank Far/Sees/Parking Faces/Fees/Parking Bus Service Bus Service We need more trains not less. If you think trains every 15 minutes is a solution, you obviously don?t inde metro. Rail Service Rail Service Rail Service Please place more weight on the wants and needs of the marginalized DMV residents who may fully residents will find ways to make transportation more disadanting fares will ont in more disadanting fares will ont were for earlanged/non-gentrified areas of the more affluent residents. Affluent residents of this area who are simply trying to get to work to make early marginalized DMV residents who may fully receive the number of fare eaders - individuals who cannot afford the system as is - and will further marginalize the less affluent residents of this area who are simply trying to get to work to make early and train data area and ways. Raising fares will only the service bareasing avery the sing fares will only the site service. Pro terms weight in tresidents of this area who are simply trying to get to work to make early data pointing. These proposals will make it sendalously bad. This is the capital bus work for organization work for data area data service. Service Levels	inaccessible for various people. Public transportation is vital to not only me but to the general public.	
Focus on getting the region together to discus how there can be a dedicated operation budget and capital improvement budget. technology for real time bus and train data, app data, open portals cleaner stations Operating Budget, Management and Spending Capital improvement budget. technology for real time bus and train data, app data, open portals cleaner stations Operating Budget, Management and Spending The more you increase fares and/or decrease service, you are creating a downward spiral that will be impossible to recover from. We need a functioning and funded public transportation system. Thank Fares/Fees/Parking Fire more employees. Miscellaneous Basevice Beens like proposed cuts would isolate certain neighborhoods and that isn? there we need more trains not less. If you think trains every 15 minutes is a solution, you obviously don?t refer trains not less. If you think trains every 15 minutes is a solution, we or another, and are wore and the more affluent residents who may fully rely on Metro for reliable daily transportation work for them, in one way or another, and are wor another, and are more likely to work for organizations that cover Metro fees and fares anyway. Raising fares will only increase fidership by increasing service and keeping prices low! Fares/Fees/Parking Ty to increase fidership by increasing service and keeping prices low! Service Levels Fares/Fees/Parking The service was already disappointing, these proposals will make it scandalously bad. This is the capital affect first power, and all you can think of is decreasing public transportation fundings 7 The prices are already insapply thigh given the service. Jlow public transportation fun	It?s disappointing and upsetting that cutting down on public transportation is being considered.	Bus Service
capital improvement budget. technology for real time bus and train data, app data, open portals cleaner stations The more you increase fares and/or decrease service, you are creating a downward spiral that will be impossible to recover from. We need a functioning and funded public transportation system. Thank fire more employees. Seems like proposed cuts would isolate certain neighborhoods and that in T fair we need more trains not less. If you think trains every 15 minutes is a solution, you obviously don?t die metro. Please place more weight on the wants and needs of the marginalized DMV residents who may fully rely on Metro for reliable daily transportation from more disdavantaged/non-gentrified areas of the metro. Affluent residents will find ways to make transportation now for status and needs of the more affluent residents. Affluent residents will find ways to make transportation now for them, in one way or another, and ange meet. Try to increase riders of the area spinal get to work for dreg nariations that cover Metro fees and fares anyway. Raising fares will only increases the number of fare evaders – individuals who cannot afford the system as is – and will further marginalize the less affluent residents of this area who are simply trying to get to work to make ends meet. Try to increase ridership by increasing service and keeping prices low! The service was already disappointing, these proposals will make it scandalously bad. This is the capital of the first power, and all you can think of is decreasing public transportation fundings ? The prices are already insanely high given the service. Il you will do is make it perfectly unaffordable for the people who need it most, the working dass. Use some of the capital budget to cover the shortfall. I would most oppose cuts to the rel line and rus hour. Use some of the capital budget to cover the shortfall. I would most oppose cuts to the rel line and rus hour.		
The more you increase fares and/or decrease service, you are creating a downward spiral that will be fares/Fees/Parking Fire more employees. Miscellaneous Bears/Fees/Parking Fire more employees. Miscellaneous Bus Service Control test. If you think trains every 15 minutes is a solution, you obviously don?t did metro. Rail Service Control test for more weight on the wants and needs of the marginalized DMV residents who may fully rely on Metro for reliable daily transportation work for the more affiuent residents will find ways to make transportation work for the more affiuent residents. Affluent residents will find ways to make transportation work for the more affluent residents. Affluent residents of this area who are simply trying to get to work to make and meeds of the more affluent residents. Service was already disappointing, these proposals will make it scandalously bad. This is the capital of the first power, and all you can think of is dereasing public transportation fundings 7 The prices are already insanely high given the service, all you will do is make it perfectly unaffordable for the people who need it most, the working class. Northwest DC needs more stations for acros that cover the shortfall. I would most oppose cuts to the rel line and rush bur to service was already flabudget to cover the shortfall. I would most oppose cuts to the rel line and rush bur to service was theory for the people who need it. But fares can't be increased to the line and rush bur to service bas theory for the people who need it. But fares can't be increased to the capital budget to cover the shortfall. I would most oppose cuts to the rel line and rush bur to service for the people who need it. But fares can't be increased to much either; those same people can't afford it. Burger can't be increased to much either; those same people can't afford it. But fares can't be increased to much either; those same people can't afford it. We need to increase subs	capital improvement budget. technology for real time bus and train data, app data, open portals	
impossible to recover from. We need a functioning and funded public transportation system. Thank Fire more employees. Miscellaneous Seems like proposed cuts would isolate certain neighborhoods and that isn?t fair We need more trains not less. If you think trains every 15 minutes is a solution, you obviously don't ride metro. Please place more weight on the wants and needs of the marginalized DMV residents who may fully rely on Metro for reliable daily transportation from more disadvantaged/non-gentrified areas of the diry and surrounding areas, instead of prioritizing the wants and needs of the more affluent residents. Affluent residents will find ways to make transportation saftor the system as is – and will further more likely to work for organizations that cover Metro fees and fares anyway. Raising fares will only meres the less affluent residents of this area who are simply trying to get to work to make ends meet. Fares/Fees/Parking The service was already disappointing, these proposals will make it scandalously bad. This is the capital of the first power, and ally ou can think of is decreasing public transportation fundings? The prices area already insanch hegit glass. Northwest DE needs to be finished. Redline needs to be advanced further into Maryland. Use send fares any bappose cuts to the rel line and ty bur to service was already disappointing, luvel in sneeds to be finished. Redline needs to be advanced further into Maryland. Use some of the experise of the sortfall. I would most oppose cuts to the rel line and ty bur to service for the people who need it. But fares can't be increased to much eitherer those same people can't afford it. We need to increase subsidies, but the source of subsidies should be entities that profit greatly from their presence in the region, not increased taxes (sepsecially on anyone	cleaner stations	Operating Budget, Management and Spending
Fire more employees. Miscellaneous Seems like proposed cuts would isolate certain neighborhoods and that isn?t fair Bus Service We need more trains not less. If you think trains every 15 minutes is a solution, you obviously don't ride metro. Rail Service Please place more weight on the wants and needs of the marginalized DMV residents who may fully rely on Metro for reliable daily transportation from more disadvantaged/non-gentrified areas of the city and surrounding areas, instead of prioritizing the wants and needs of the more affluent residents. Rail Service Affluent residents will find ways to make transportation work for organizations that cover Metro fees and fares anyway. Raising fareas will only increase the number of fare evaders individuals who cannot afford the system as is and will further marginalize the less affluent residents of this area who are simply trying to get to work to make ends meet. Fares/Fees/Parking Try to increase ridership by increasing service and keeping prices low! Service Levels Service Levels The service was already disappointing, these proposals will make it scandalously bad. This is the capital for the prover, and all you can think of is decreasing public transportation fundings ? The prices are already insanely high given the service, all you will do is make it perfectly unaffordable for the people who need it most, the working class. Capital Budget Northwest DC needs more stations for rail. Purple line needs to be finished. Redline needs to be advanced further into Maryland. Rail Service Use some of the capital budget to cover the shortf	The more you increase fares and/or decrease service, you are creating a downward spiral that will be	
Seems like proposed cuts would isolate certain neighborhoods and that isn?t fair Bus Service We need more trains not less. If you think trains every 15 minutes is a solution, you obviously don?t ide metro. Rail Service Please place more weight on the wants and needs of the marginalized DMV residents who may fully rely on Metro for reliable daily transportation from more disadvantaged/non-gentrified areas of the more affluent residents. Rail Service Affluent residents will find ways to make transportation work for them, in one way or another, and are more likely to work for organizations that cover Metro fees and fares anyway. Raising fares will only increase fidents will find ways to make transportation work for the service was already disappointing, these proposals will make it scandalously bad. This is the capital of the first power, and all you can think of is decreasing public transportation fundings ? The prices are already usapporting, these proposals will make it scandalously bad. This is the capital of the first power, and all you will do is make it perfectly unaffordable for the people who need it most, the working class. Service Levels Northwest DC needs more stations for rail. Purple line needs to be finished. Redline needs to be advanced further into Maryland. Capital Budget Use some of the capital budget to cover the shortfall. I would most oppose cuts to the reed line and rush hour Capital Budget, Management and Spending Operating Budget, Management and Spending Operating Budget, Management and Spending Operating Budget, Management and Spending Operating Budget, Management and Spending <td>impossible to recover from. We need a functioning and funded public transportation system. Thank</td> <td>Fares/Fees/Parking</td>	impossible to recover from. We need a functioning and funded public transportation system. Thank	Fares/Fees/Parking
We need more trains not less. If you think trains every 15 minutes is a solution, you obviously don?t Rail Service Rail Service Rail Service Please place more weight on the wants and needs of the marginalized DMV residents who may fully Rail Service rely on Metro for reliable daily transportation from more disadvantaged/non-gentrified areas of the none way or another, and are diffuent residents will find ways to make transportation work for them, in one way or another, and are more likely to work for organizations that cover Metro fees and fares anyway. Raising fares will only increase the number of fare evaders - individuals who cannot afford the system as is and will further Fares/Fees/Parking The service was already disopnoting, these proposals will make it scandalously bad. This is the capital Service Levels Fares/Fees/Parking Service Levels The service was already disopnoting, these proposals will make it scandalously bad. This is the capital Service Levels Koh need it must, the working class. Capital Budget Northwest DC needs more stations for rail. Purple line needs to be finished. Redline needs to be davanced further into Maryland. Rail Service Use some of the capital budget to cover the shortfall. I would most oppose cuts to the red line and rush hour Operating Budget, Management and Spending to service proce rait will for the reed to increases usubidies, but the source of subsidies should be	Fire more employees.	Miscellaneous
ride metro. Rail Service Please place more weight on the wants and needs of the more disadvantaged/non-gentrified areas of the city and surrounding areas, instead of prioritizing the wants and needs of the more affluent residents. Affluent residents will find ways to make transportation work for them, in one way or another, and area more likely to work for organizations that cover Metro fees and fares anyway. Raising fares will only increase the number of fare evaders - individuals who cannot afford the system as is - and will further marginalize the less affluent residents of this area who are simply trying to get to work to make ends meet. Fares/Fees/Parking Ty to increase ridership by increasing service and keeping prices low! Service Levels The service was already disappointing, these proposals will make it scandalously bad. This is the capital of the first power, and all you can think of is decreasing public transportation fundings ? The prices are already insanely high given the service, all you will do is make it perfectly unaffordable for the people who need it most, the working class. Capital Budget Northwest DC needs more stations for rail. Purple line needs to be finished. Redline needs to be advanced further into Maryland. Rail Service Use some of the capital budget to cover the shortfall. I would most oppose cuts to the red line and rush hour Operating Budget, Management and Spending Operating Budget, Management and Spending Operating Budget, Management and Spending	Seems like proposed cuts would isolate certain neighborhoods and that isn?t fair	Bus Service
Please place more weight on the wants and needs of the marginalized DMV residents who may fully rely on Metro for reliable daily transportation from more disadvantaged/non-gentrified areas of the city and surrounding areas, instead of prioritizing the wants and needs of the more affluent residents. Affluent residents will find ways to make transportation work for them, in one way or another, and are more likely to work for organizations that cover Metro fees and fares anyway. Raising fares will only increase the number of fare evaders individuals who cannot afford the system as is and will further marginalize the less affluent residents of this area who are simply trying to get to work to make ends Fares/Fees/Parking Try to increase ridership by increasing service and keeping prices low! Service Levels Service Levels Service Levels Service Levels Capital Budget Northwest DC needs more stations for rail. Purple line needs to be finished. Redline needs to be advanced further into Maryland. Use some of the capital budget to cover the shortfall. I would most oppose cuts to the red line and rush hour those same people can't afford it. We need to increase to buscidies should be entities that profit greatly from their presence in the region, not increased to suscidies should be	We need more trains not less. If you think trains every 15 minutes is a solution, you obviously don?t	
rely on Metro for reliable daily transportation from more disadvantaged/non-gentrified areas of the city and surrounding areas, instead of prioritizing the wants and needs of the more affluent residents. Affluent residents will find ways to make transportation work for them, in one way or another, and are more likely to work for organizations that cover Metro fees and fares anyway. Raising fares will only increase the number of fare evaders individuals who cannot afford the system as is and will further marginalize the less affluent residents of this area who are simply trying to get to work to make ends meet. Try to increase ridership by increasing service and keeping prices low! Service was already disappointing, these proposals will make it scandalously bad. This is the capital of the first power, and all you can think of is decreasing public transportation fundings ? The prices are already insanely high given the service, all you will do is make it perfectly unaffordable for the people who need it most, the working class. Northwest DC needs more stations for rail. Purple line needs to be finished. Redline needs to be advanced further into Maryland. Use some of the capital budget to cover the shortfall. I would most oppose cuts to the red line and rush hour It doesn't help to cut service for the people who need it. But fares can't be increased to much either; those same people can't afford it. We need to increase subsidies, but the source of subsidies should be entities that profit greatly from their presence in the region, not increased taxes (especially on anyone	ride metro.	Rail Service
city and surrounding areas, instead of prioritizing the wants and needs of the more affluent residents. Affluent residents will find ways to make transportation work for them, in one way or another, and are more likely to work for organizations that cover Metro fees and fares anyway. Raising fares will only increase the number of fare evaders - individuals who cannot afford the system as is - and will further marginalize the less affluent residents of this area who are simply trying to get to work to make ends meet. Try to increase ridership by increasing service and keeping prices low! The service was already disappointing, these proposals will make it scandalously bad. This is the capital of the first power, and all you can think of is decreasing public transportation fundings ? The prices are already insanely high given the service, all you will do is make it perfectly unaffordable for the people who need it most, the working class. Northwest DC needs more stations for rail. Purple line needs to be finished. Redline needs to be advanced further into Maryland. Use some of the capital budget to cover the shortfall. I would most oppose cuts to the red line and rush hour Lit doesn't help to cut service for the people who need it. But fares can't be increased to much either; those same pople can't afford it. We need to increase subsidies, but the source of subsidies should be entities that profit greatly from their presence in the region, not increased to much either; those same pople can't afford it. We need to increase duscide, but the source of subsidies should be entities that profit greatly from their presence in the region, not increased tase (especially on anyone	Please place more weight on the wants and needs of the marginalized DMV residents who may fully	
Affluent residents will find ways to make transportation work for them, in one way or another, and are more likely to work for or organizations that cover Metro fees and fares anyway. Raising fares will only increase the number of fare evaders individuals who cannot afford the system as is and will further marginalize the less affluent residents of this area who are simply trying to get to work to make ends meet. Fares/Fees/Parking Try to increase ridership by increasing service and keeping prices low! Service Levels The service was already disappointing, these proposals will make it scandalously bad. This is the capital of the first power, and all you can think of is decreasing public transportation fundings ? The prices are already insanely high given the service, all you will do is make it perfectly unaffordable for the people who need it most, the working class. Capital Budget Northwest DC needs more stations for rail. Purple line needs to be finished. Redline needs to be advanced further into Maryland. Rail Service Use some of the capital budget to cover the shortfall. I would most oppose cuts to the red line and rush hour Operating Budget, Management and Spending It doesn't help to cut service for the people who need it. But fares can't be increased to much either; those same people can't afford it. We need to increase subsidies, but the source of subsidies should be entities that profit greatly from their presence in the region, not increased to see (sepecially on anyone	rely on Metro for reliable daily transportation from more disadvantaged/non-gentrified areas of the	
more likely to work for organizations that cover Metro fees and fares anyway. Raising fares will only increase the number of fare evaders individuals who cannot afford the system as is and will further marginalize the less affluent residents of this area who are simply trying to get to work to make ends meet. Fares/Fees/Parking Try to increase ridership by increasing service and keeping prices low! Service Levels The service was already disappointing, these proposals will make it scandalously bad. This is the capital of the first power, and all you can think of is decreasing public transportation fundings ? The prices are already insanely high given the service, all you will do is make it perfectly unaffordable for the people who need it most, the working class. Capital Budget Northwest DC needs more stations for rail. Purple line needs to be finished. Redline needs to be advanced further into Maryland. Rail Service Use some of the capital budget to cover the shortfall. I would most oppose cuts to the red line and rush hour Operating Budget, Management and Spending those same people can't afford it. We need to increase ubsidies, but the source of subsidies should be entities that profit greatly from their presence in the region, not increased taxes (especially on anyone	city and surrounding areas, instead of prioritizing the wants and needs of the more affluent residents.	
increase the number of are evaders individuals who cannot afford the system as is and will further marginalize the less affluent residents of this area who are simply trying to get to work to make ends meet. Fares/Fees/Parking Try to increase ridership by increasing service and keeping prices low! Service Levels The service was already disappointing, these proposals will make it scandalously bad. This is the capital of the first power, and all you can think of is decreasing public transportation fundings ? The prices are already insanget high given the service, all you will do is make it perfectly unaffordable for the people who need it most, the working class. Capital Budget Northwest DC needs more stations for rail. Purple line needs to be finished. Redline needs to be advanced further into Maryland. Use some of the capital budget to cover the shortfall. I would most oppose cuts to the red line and rush hour do cut service for the people who need it. But fares can't be increased to much either; those same people can't afford it. We need to increase subsidies, but the source of subsidies should be entities that profit greatly from their presence in the region, not increased taxes (especially on anyone	Affluent residents will find ways to make transportation work for them, in one way or another, and are	
marginalize the less affluent residents of this area who are simply trying to get to work to make ends meet. Fares/Fees/Parking Try to increase ridership by increasing service and keeping prices low! Service Levels The service was already disappointing, these proposals will make it scandalously bad. This is the capital of the first power, and all you can think of is decreasing public transportation fundings ? The prices are already insanely high given the service, all you will do is make it perfectly unaffordable for the people who need it most, the working class. Capital Budget Northwest DC needs more stations for rail. Purple line needs to be finished. Redline needs to be advanced further into Maryland. Rail Service Use some of the capital budget to cover the shortfall. I would most oppose cuts to the red line and rush hour Operating Budget, Management and Spending It doesn't help to cut service for the people who need it. But fares can't be increased to much either; those same people can't afford it. We need to increase subsidies, but the source of subsidies should be entities that profit greatly from their presence in the region, not increased taxes (especially on anyone	more likely to work for organizations that cover Metro fees and fares anyway. Raising fares will only	
meet. Fares/Fees/Parking Try to increase ridership by increasing service and keeping prices low! Service Levels The service was already disappointing, these proposals will make it scandalously bad. This is the capital of the first power, and all you can think of is decreasing public transportation fundings ? The prices are already insanely high given the service, all you will do is make it perfectly unaffordable for the people who need it most, the working class. Capital Budget Northwest DC needs more stations for rail. Purple line needs to be finished. Redline needs to be advanced further into Maryland. Rail Service Use some of the capital budget to cover the shortfall. I would most oppose cuts to the red line and rush hour Operating Budget, Management and Spending It doesn't help to cut service for the people who need it. But fares can't be increased to much either; those same people can't afford it. We need to increase subsidies, but the source of subsidies should be entities that profit greatly from their presence in the region, not increased taxes (especially on anyone	increase the number of fare evaders individuals who cannot afford the system as is and will further	
Try to increase ridership by increasing service and keeping prices low! Service was already disappointing, these proposals will make it scandalously bad. This is the capital of the first power, and all you can think of is decreasing public transportation fundings ? The prices are already insanely high given the service, all you will do is make it perfectly unaffordable for the people who need it most, the working class. Northwest DC needs more stations for rail. Purple line needs to be finished. Redline needs to be advanced further into Maryland. Use some of the capital budget to cover the shortfall. I would most oppose cuts to the red line and rush hour It doesn't help to cut service for the people who need it. But fares can't be increased to much either; those same people can't afford it. We need to increase subsidies, but the source of subsidies should be entities that profit greatly from their presence in the region, not increased taxes (especially on anyone	marginalize the less affluent residents of this area who are simply trying to get to work to make ends	
The service was already disappointing, these proposals will make it scandalously bad. This is the capital of the first power, and all you can think of is decreasing public transportation fundings ? The prices are already insanely high given the service, all you will do is make it perfectly unaffordable for the people who need it most, the working class. Capital Budget Northwest DC needs more stations for rail. Purple line needs to be finished. Redline needs to be advanced further into Maryland. Use some of the capital budget to cover the shortfall. I would most oppose cuts to the red line and rush hour It doesn't help to cut service for the people who need it. But fares can't be increased to much either; those same popole can't afford it. We need to increase subsidies, but the source of subsidies should be entities that profit greatly from their presence in the region, not increased taxes (especially on anyone	meet.	
of the first power, and all you can think of is decreasing public transportation fundings ? The prices are already insanely high given the service, all you will do is make it perfectly unaffordable for the people who need it most, the working class. Capital Budget Northwest DC needs more stations for rail. Purple line needs to be finished. Redline needs to be advanced further into Maryland. Rail Service Service Use some of the capital budget to cover the shortfall. I would most oppose cuts to the red line and rush hour Operating Budget, Management and Spending It doesn't help to cut service for the people who need it. But fares can't be increased to much either; those same people can't afford it. We need to increase subsidies, but the source of subsidies should be entities that profit greatly from their presence in the region, not increased taxes (especially on anyone	Try to increase ridership by increasing service and keeping prices low!	Service Levels
already insanely high given the service, all you will do is make it perfectly unaffordable for the people Capital Budget who need it most, the working class. Capital Budget Northwest DC needs more stations for rail. Purple line needs to be finished. Redline needs to be Rail Service advanced further into Maryland. Rail Service Use some of the capital budget to cover the shortfall. I would most oppose cuts to the red line and rush hour Operating Budget, Management and Spending It doesn't help to cut service for the people who need it. But fares can't be increased to much either; those same people can't afford it. We need to increase subsidies, but the source of subsidies should be entities that profit greatly from their presence in the region, not increased taxes (especially on anyone Ferrifield		
who need it most, the working class. Capital Budget Northwest DC needs more stations for rail. Purple line needs to be finished. Redline needs to the red line and rush hour Rail Service Use some of the capital budget to cover the shortfall. I would most oppose cuts to the red line and rush hour Operating Budget, Management and Spending It doesn't help to cut service for the people who need it. But fares can't be increased to much either; those same people can't afford it. We need to increase subsidies, but the source of subsidies should be entities that profit greatly from their presence in the region, not increased taxes (especially on anyone		
Northwest DC needs more stations for rail. Purple line needs to be finished. Redline needs to be advanced further into Maryland. Use some of the capital budget to cover the shortfall. I would most oppose cuts to the red line and rush hour It doesn't help to cut service for the people who need it. But fares can't be increased to much either; those same people can't afford it. We need to increase subsidies, but the source of subsidies should be entities that profit greatly from their presence in the region, not increased taxes (especially on anyone		
advanced further into Maryland. Rail Service Use some of the capital budget to cover the shortfall. I would most oppose cuts to the red line and rush hour Operating Budget, Management and Spending It doesn't help to cut service for the people who need it. But fares can't be increased to much either; those same people can't afford it. We need to increase subsidies, but the source of subsidies should be entities that profit greatly from their presence in the region, not increased taxes (especially on anyone Rail Service		Capital Budget
Use some of the capital budget to cover the shortfall. I would most oppose cuts to the red line and rush hour Operating Budget, Management and Spending It doesn't help to cut service for the people who need it. But fares can't be increased to much either; those same people can't afford it. We need to increase subsidies, but the source of subsidies should be entities that profit greatly from their presence in the region, not increased taxes (especially on anyone		
hour Operating Budget, Management and Spending It doesn't help to cut service for the people who need it. But fares can't be increased to much either; those same people can't afford it. We need to increase subsidies, but the source of subsidies should be entities that profit greatly from their presence in the region, not increased taxes (especially on anyone anyone	advanced further into Maryland.	Rail Service
It doesn't help to cut service for the people who need it. But fares can't be increased to much either; those same people can't afford it. We need to increase subsidies, but the source of subsidies should be entities that profit greatly from their presence in the region, not increased taxes (especially on anyone		
those same people can't afford it. We need to increase subsidies, but the source of subsidies should be entities that profit greatly from their presence in the region, not increased taxes (especially on anyone	hour	Uperating Budget, Management and Spending
entities that profit greatly from their presence in the region, not increased taxes (especially on anyone		
making less than \$400k/year). [Fares/Fees/Parking		n
	making iess (nan \$400K/year).	rares/rees/rarking

Comment	Category
Metro has been so well recently and ridership increasing is a good indicator that people approve of	
what wmata is doing. If you cut service, ridership is only going to decrease even more, and that will also affect your next budget. I don?t agree with fare increases, but I am on board with creating some of tax	
that specifically funds wmata for the dmv	Operating Budget, Management and Spending
Service cuts make the system unusable, leading to downward spiral. Fix through fares, not service	
people will continue to use the system.	Bus Service
We need more funding from MD and VA	Capital Budget
Please don't cut services! Willing to pay more more good, safe Metro service. I know times are tough	
now but things will get better.	Fare Evasion/Safety/Crime
I ride the metro to work everyday. I take the bus from home to run errands daily. I will stop riding	
metro if fares are increased this drastically. I moved here to drive less. That's been very effective for nearly 10 years. I don't want to have to move	Bus Service
to drive less again.	Miscellaneous
I like the recent security and safety improvements. That should always be a very high priority.	Fare Evasion/Safety/Crime
Shame on Metro for threatening the public like this. WMATA is unreliable as is, so curious to see how	
you can make it worse.	Rail Service
Frequency cuts will destroy DC. All other options should be considered first. Station closures, turn	
backs, reduced hours are not ideal but tolerable if trains continue to run at good frequency when the	
system is open. Wealthier commuter; primarily take MetroRail Silver line from DC to VA for work. Strong preference to	Bus Service
maintain commute feasibility (cost and frequency) versus driving. Love metro rail; use metro bus only	
when no alternative	Bus Service
If I can?t get a train in a reasonable amount of time (already questionable) then there?s no point in	
taking metro at all.	Rail Service
I am so sorry for the shortfall. Rather than cut those to outlying areas like past Silver Spring to	
Glenmont, please consider cutting service in DC where there are more commuting options. Riders have	
limited options to go to outlying stations and if you cut service and raise prices you are essentially	
creating a negative incentive. We may as well drive. Thanks for operating such a lovely public transportation system. Hope partners will rally to meet the shortfall.	Rail Service
DCPS students depend on metro to get to and from school, and cutting heavily used routes such as M4	
would have a significant, detrimental impact on students going to and from Alice Deal Middle School	
and Jackson Reed High School. This would be a major disservice to students.	Bus Service
These services are relied upon by constituents across the board and socioeconomic standings. Public	
transit and walkable infrastructure, in combination with bicycle infrastructure and pedestrian safety	
measures are the only way that any city, let alone one of the Washington metropolitan area?s size, can	
even dream of becoming both environmentally responsible and reducing vehicular injuries and deaths.	
Access to such public infrastructure is at the core of the basic social contract that we as taxpayers and	
residents are entitled to, even at cost (drawing on funds built on both vehicular-based taxes such as	
emissions or otherwise, to funding that should be demanded of federal agencies and extra- state/district entities whose own representatives are part of this geographical community). While the	
political realities of the situation are dire given the district and WMATA?s organizational and	
governmental position, simply put, removing these entitlements, by extension leaving the social	
contract unfulfilled, will have massive consequences on the basic material conditions of this city and	
community?s residents in the long term, ranging from more limited economic mobility to an increase in	
car-infrastructure related casualties.	Fare Evasion/Safety/Crime
Please consider the affects of fare increases and station closures in relation to underprivileged areas of	
DC already.	Fares/Fees/Parking
My two middle schoolers take the M4 twice every single weekday. None of the kids are asked to swipe their cards so I?m sure your rider data does not at all reflect the actual need. Please please please do	
not eliminate it!	Bus Service
Keep services. Raise prices as needed. A robust public transit system is so important. Fight for dedicated	
bus lanes to improve reliability. If bus arrivals were more reliable they would be far more an attractive	
option, but we need to infrastructure to make it happen. Don't close metro stations, open more (infill)	
to increase density.	Bus Service
The m4 bus is the ONLY bus that services my neighborhood as the e6 had already been cut. Families	
depend on this bus for school travel and for work commuting. Cutting out the bus also cuts metro	
revenue. If this bus is cut, I would not metro to/from work.	Bus Service
Find a better way to serve the community in which these services are intended to serve. Cutting routes	
and increasing fares are making it harder for people to reach their job & home. People work all times of the day and night and barely can afford to get there	Bus Service
Find more funding. People want rail.	Capital Budget
As a commuter from Baltimore City, an area with no emphasis on headways and reliable bus service,	
I've seen in real-time that to people taking transit, timing is everything. More trains and buses running	
more frequently presents transit as a viable enough option to replace driving in areas where those	
things are plentiful. Waiting 15-20mins for a bus or train presents transit as a waste of tax dollars,	
frustrating, and a hinderance on someone's day, as opposed to what it should be - a useful tool. Cutting	
services on popular lines, especially lines where transfers are likely and necessary, will only lose	
WMATA more money in the future. Fare increases, while annoying, can and will be changed as the	
economy ebbs and flows. Loss of confidence in system will not. You lose that, you lose your metro	Rus Service
system. HEADWAYS HEADWAYS HEADWAYS! stop sending money to israel and run the metro as is. Give raises to metro staff. And make the public	Bus Service
stop sending money to israel and run the metro as is. Give raises to metro staff. And make the public transit system functional for all the people in DC who need affordable methods of getting to and from	
their jobs. Without metro some people cannot afford to go to work!! Uber is more expensive than what	
some make on one shift of work. Fix that!	Rail Service
Cutting any metro service should be a last resort and not a first option. Metro should instead focus its	
budget on maintaining high quality transit service and not building more lines or stations or procuring	
more vehicles. Metro should also work with local and federal partners to identify and implement a	
dedicated source of funding	Operating Budget, Management and Spending
One more helpful approach to the budget shortfall would be making sure bus fare machines work. I	
haven?t done a scientific study, but would say that about every one in four rides,I?m waived on	
because the machine isn?t working, as are the rest of the passengers. I?m also opposed to an M4	Operating Budget Management and Spending
shutdown. It is an important school route for students traveling to Deal Middle School.	Operating Budget, Management and Spending
Cuts to service dramatically impact historically marginalized community members especially in Words	
Cuts to service dramatically impact historically marginalized community members especially in Wards 5.7, and 8. Transportation is a major social determinate of health and without strong, strategic	
5,7, and 8. Transportation is a major social determinate of health and without strong, strategic,	
	Bus Service

Comment	Category
My name is Jasper Wilson, and I was in top 1% of wmata users in 2023. Having the S2 run so frequently	
has helped me regularly this school year with my commute from 16th and Euclid to Blair high school on	
weekday mornings. Without the S2 running so frequently, I would have to pay really close attention to	
timing my commute in order to make it to Blair on time. Those 10 minutes would be difference	
between me getting to Blair relaxed, and with time to prepare for my first class without rushing vs.	
missing an S2 and hoping I get an S9 soon after. The transfer to Flashbuses at Sarbanes is often slow.	
Selfishly, less-frequent S2s would make my daily morning commute less reliable. Please reconsider	
cutting the frequency of that route. Best, Jasper Wilson	Bus Service
If I can	Miscellaneous
Do not cut the T2 line on River Rd. We will be left without public transport	Bus Service
If service is cut, the cycle started with covid of low ridership and thus lower revenue will restart, as less	Rail Service
people will be willing to ride metro. Each time Metro asks for money, I'd also like them to highlight ways in which they can improve their	Kall Service
stewardship of the funds they already have. When it makes the news that you let certifications for your	
operators lapse, it really makes me less willing to support unfettered spending increases. It's also a	
really bad look for a fare increase to go into effect when the eastern red line will have no service north	
of Fort Totten for the entire summer and into the fall. I used to commute solely via Metro to Metro	
Center and to Navy Yard, but will forego ALL trips to the downtown for the entire length of the red line	
outage. Combined with fare increases (I do not get commuter benefits) and exceptionally large travel	
times (Metro has not responded to a comment I left on Facebook about shuttle bus travel times from	
Glenmont to Fort Totten) in the summer, Metro is simply not a travel option for me.	Bus Service
Have there been studies done to show the impact that these specific changes would have on low-wage	
commuters and students who rely on public transportation but can?t afford fare increases or who work	
late? Wages and salaries are not increasing at the same rate as inflation or expenses. Higher income	
riders and tourists will always be able to choose other transportation options but the life and soul of	
metro are the daily commuters who need public transportation to get to work or school or daycare.	
The 10pm closure is especially concerning since that will hit students and lower wage jobs the most	
(UDC - DC?s public school - holds classes until 9:30pm during the week). Metro should be taking into	
account the needs of these demographics first and foremost since they are, by necessity or otherwise,	
the most loyal riders.	Operating Budget, Management and Spending
Thank you for all that you do. Public transportation should be FREE!	Miscellaneous
The whole point of a transit system is to provide connectivity throughout the network. Eliminating or	
reducing services greatly impacts the users of the system (especially lower income people who may be	
dependent on the system for basic needs, such as getting food or going to work). Decreasing service on	
a system that?s already considered by some inconvenient is a disastrous choice. Eliminating bus routes	
is completely unacceptable (two of them I use regularly, and was a factor in the location where I live).	
To hear about fare increases is frustrating, especially given the lower costs in other transit systems	
around the country and the world. And once again, it greatly impacts lower-income people. Overall I?m	
incredibly disappointed by these options and nervous about how I can get around in the future	Bus Service
Metro really should get more funding by MD and VA and not cut service to solve these issues. Metro is	
already INCREDIBLY expensive. Raising fares more is not sustainable.	Capital Budget
This is against the encouragement of in-person works. Please consider raising the fares rather than	
cutting the services.	Fares/Fees/Parking
The proposal eliminates the bus routes that I primarily take and would mean I do not use the metro. I	
do not want to uber, but I will not have a choice unless I decide to drive myself.	Bus Service
Increase station lighting and keep escalators and elevators in good order. Improve audio	
announcement system in older trains	Rail Service
	Rail Service
announcement system in older trains	Rail Service Rail Service
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. I understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the	
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. I understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals,	
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. I understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system	Rail Service
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. I understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding.	
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. I understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but	Rail Service
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. I understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don?t feel they have to. Also if there needs to be cuts to service it should be proportional to the states	Rail Service
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. I understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don?t feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD	Rail Service Bus Service
announcement system in older trains As a daily metrorali commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. I understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system.	Rail Service
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. I understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who	Rail Service Bus Service
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. I understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don?t feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/drug detectors	Rail Service Bus Service Bus Service
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. Lunderstand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don?t feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/drug detectors because drug use has increased on both metro and metro buses.	Rail Service Bus Service
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. I understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/drug detectors because drug use has increased on both metro auder to buset. I find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve	Rail Service Bus Service Bus Service
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. I understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/drug detectors because drug use has increased on both metro and metro buses. I find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a	Rail Service Bus Service Bus Service Bus Service
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. Understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don?t feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or s/guardians who because drug use has increased on both metro and metro buses. I find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve beter than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike.	Rail Service Bus Service Bus Service Fares/Fees/Parking
announcement system in older trains As a daily metrorali commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. I understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/drug detectors because drug use has increased on both metro and metro buses. I find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike. Monday-Thursday Sam to 11pm. Friday and Saturday Sam to 1am. Sunday 6am to 10pm	Rail Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. I understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/drug detectors because drug use has increased on both metro and metro buses. If find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike. Monday-Thursday Sam to 11pm. Friday and Saturday Sam to 1am. Sunday 6am to 10pm Please reduce the weekend services not the weekday nor the rush hour to support in-person workers	Rail Service Bus Service Bus Service Fares/Fees/Parking
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. I understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It's should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/drug detectors because drug use has increased on both metro and metro buses. If find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike. Monday-Thursday 5am to 11pm. Friday and Saturday 5am to 1am. Sunday 6am to 10pm Please reduce the weekend services not the weekday nor the rush hour to support in-person workers We all realize this is a ploy to pry more money out of DC, VA, and MD govts. Please stop threatening it,	Rail Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. Understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don?t feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parent/guardians who board with baby strollers. I also highly suggest to consider installing any type or smok/drug detectors because drug use has increased on both metro and metro buses. I find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike. Monday-Thursday Sam to 11pm. Friday and Saturday Sam to 1am. Sunday 6am to 10pm Please reduce the weekend services not the weekday nor the rush hour to support in-person workers We all realize this is a plot to pry more money out of DC, VA, and MD govts. Please stop threatening it, no one believes you anymore. our poor budget officers are forced every year to put up this charade and	Rail Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous
announcement system in older trains As a daily metrorali commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. I understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/drug detectors because drug use has increased on both metro and metro buses. I find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike. Monday-Thursday Sam to 11pm. Friday and Saturday Sam to 1am. Sunday 6am to 10pm Please reduce the weekend services not the weekday nor the rush hour to support in-person workers. We all realize this is a ploy to pry more money out of DC, VA, and MD govts. Please stop threatening it, no one believes you anymore. our poor budget officers are forced every year to put up this charade and then you get the money you are looking for after derailing a couple of trains. So this time I am voting	Rail Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. I understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/drug detectors because drug use has increased on both metro and metro buses. If find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike. Monday-Thursday Sam to 11pm. Friday and Saturday Sam to 1am. Sunday 6am to 10pm Please reduce the weekend services not the weekday nor the rush hour to support in-person workers We all realize this is a ploy to pry more money out of DC, VA, and MD govts. Please stop threatening it, no one believes you anymore. our poor budget officers are forced every year to put up this charade and then you get the money you are looking for after derailing a couple of trains. So this time I am voting for shutting down all the buses. Do it. I dare you. Watch how quickly the city realizes your cappet	Rail Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. I understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don?t feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/drug detectors because drug use has increased on both metro and metro buses. I find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike. Monday-Thursday Sam to 11pm. Friday and Saturday Sam to 11am. Sunday fam to 10pm Please reduce the weekend services not the weekday nor the rush hour to support in-person workers We all realize this is a ploy to pry more money out of DC, VA, and MD govts. Please stop threatening it, no one believes you anymore. our poor budget officers are forced every year to put up this charade and then you get the money you are looking for after derailing a couple of trains. So this time I am voting for shutting down all the buses. Do it. I dare you. Watch how quickly the city realizes your carpet	Rail Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous Service Levels
announcement system in older trains As a daily metrorali commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. I understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/drug detectors because drug use has increased on both metro and metro buses. I find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike. Monday-Thursday Sam to 11pm. Friday and Saturday Sam to 1am. Sunday 6am to 10pm Please reduce the weekend services not the weekday nor the rush hour to support in-person workers. We all realize this is a ploy to pry more money out of DC, VA, and MD govts. Please stop threatening it, no one believes you anymore. Our poor budget officers are forced every year to put up this charade and then you get the money you are looking for after derailing a couple of trains. So this time I am voting for shutting down all the buses. Do it. I dare you. Watch how quickly the city realizes you carpet covered trains and brawl buses are no longer necessar	Rail Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. I understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/drug detectors because drug use has increased on both metro and metro buses. If find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike. Monday-Thursday Sam to 11pm. Friday and Saturday Sam to 1am. Sunday 6am to 10pm Please reduce the weekend services not the weekday nor the rush hour to support in-person workers We all realize this is a ploy to pry more money out of DC, VA, and MD govts. Please stop threatening it, no one believes you anymore. Our poor budget officers are forced every year to put up this charade and then you get the money you are looking for after derailing a couple of trains. So this time I am voting for shutting down all the buses. Do it. I dare you. Watch how quickly the city realizes your carpet covered trains and brawl buses are no longer necessa	Rail Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous Service Levels
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. Lunderstand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parent/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/drug detectors because drug use has increased on both metro and metro buses. If find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike. Monday-Thursday Sam to 11pm. Friday and Saturday Sam to 1am. Sunday 6am to 10pm Please reduce the weekend services not the weekday nor the rush hour to support in-person workers We all realize this is a ploy to pry more money out of DC, VA, and MD govts. Please stop threatening it, no one believes you anymore. our poor budget officers are forced every year to put up this charade and then you get the money you are looking for after derailing a couple of trains. So this time I am voting for shutting down all the buses. Do it. I dare you. Watch how quickly the city realizes your carpet covered trains and brawl buses	Rail Service Bus Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous Service Levels Operating Budget, Management and Spending
announcement system in older trains As a daily metrorali commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. I understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/fung detectors because drug use has increased on both metro and metro buses. If find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike. Monday-Thursday 5am to 11pm. Friday and Saturday 5am to 1am. Sunday 6am to 10pm Please reduce the weekend services not the weekday nor the rush hour to support in-person workers. We all realize this is a ploy to pry more money out of DC, VA, and MD govts. Please stop threatening it, no one believes you anymore. our poor budget officers are forced every year to put up this charade and then you get the money you are looking for after derailing a couple of trains. So this time I anw oting for shutting down all the buses. Do it. I dare you. Watch how quickly the city realizes your carpet covered trains and brawi buses are no longer necess	Rail Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous Service Levels
announcement system in older trains As a daily metrorali commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. I understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/drug detectors because drug use has increased on both metro and metro buses. I find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike. Monday-Thursday Sam to 11pm. Friday and Saturday Sam to 1am. Sunday 6am to 10pm Please reduce the weekend services not the weekday nor the rush hour to support in-person workers We all realize this is a ploy to pry more money out of DC, VA, and MD govts. Please stop threatening it, no one believes you anymore. Our poor budget officers are forced every year to put up this charade and then you get the money you are looking for after derailing a couple of trains. So this time I am voiting for shutting down all the buses. Do it. I dare you. Watch how quickly the city realizes your carpet covered trains and brawl buse	Rail Service Bus Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous Service Levels Operating Budget, Management and Spending
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. Lunderstand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/drug detectors because drug use has increased on both metro and metro buses. If find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike. Monday-Thursday Sam to 11pm. Friday and Saturday Sam to 1am. Sunday 6am to 10pm Please reduce the weekend services not the weekday nor the rush hour to support in-person workers We all realize this is a ploy to pry more money out of DC, VA, and MD goxts. Please stop threatening it, no one believes you anymore. Our poor budget officers are forced every year to put up this charade and then you get the money you are looking for after derailing a couple of trains. So this time I am voting for shutting down all the buses. Do it. I dare you. Watch how quickly the city realizes your carpet covered trains and brawl buses are no longer necessar	Rail Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous Service Levels Operating Budget, Management and Spending Bus Service
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. Lunderstand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with haby strollers. I also highly suggest to consider installing any type or smoke/drug detectors because drug use has increased on both metro and metro buses. If ind it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike. Monday-Thursday Sam to 11pm. Friday and Saturday Sam to 1am. Sunday 6am to 10pm Please reduce the weekend services not the weekday nor the rush hour to support in-person workers We all realize this is a ploy to pry more money out of DC, VA, and MD govts. Please stop threatening it, no one believes you anymore. our poor budget officers are forced every year to put up this charade and then you get the money you are looking for after derailing a couple of trains. So this time I am voting for shutting down all the buses. Do it. I dare you. Watch how quickly the city realizes your carpet covered trains and brawl buses	Rail Service Bus Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous Service Levels Operating Budget, Management and Spending
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. Lunderstand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/drug detectors because drug use has increased on both metro and metro buses. I find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike. Monday-Thursday Sam to 11pm. Friday and Saturday Sam to 1am. Sunday 6am to 10pm Please reduce the weekend services not the weekday nor the rush hour to support in-person workers. We all realize this is a ploy to pry more money out of DC, VA, and MD govts. Please stop threatening it, no one believes you anymore. our poor budget officers are forced every year to put up this charade and then you get the money you are looking for after derailing a couple of trains. So this time I am voting for shutting down all the buses. Do it. I dare you. Watch how quickly the city realizes your carpet covered trains and brawl buses	Rail Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous Service Levels Operating Budget, Management and Spending Bus Service Rail Service
announcement system in older trains As a daily metrorali commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. Lunderstand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/drug detectors because drug use has increased on both metro and metro buses. I find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike. Monday-Thursday 5am to 11pm. Friday and Saturday 5am to 1am. Sunday 6am to 10pm Please reduce the weekend services not the weekday nor the rush hour to support in-person workers. We all realize this is a ploy to pry more money out of DC, VA, and MD govts. Please stop threatening it, no one believes you anymore. Our poor budget officers are forced every year to put up this charade and then you get the money you are looking for after derailing a couple of trains. So this time I am voting for shuting down all the buses. Do it. I dare you. Watch how quickly the city realizes you carpet covered trains and brawl buses are no longer necessary	Rail Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous Service Levels Operating Budget, Management and Spending Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. Lunderstand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/drug detectors because drug use has increased on both metro and metro buses. If find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike. Monday-Thursday Sam to 11pm. Friday and Saturday Sam to 1am. Sunday 6am to 10pm Please reduce the weekend services not the weekday nor the rush hour to support in person workers We all realize this is a ploy to pry more money out of DC, VA, and MD govts. Please stop threatening it, no one believes you anymore. our poor budget officers are forced every year to put up this charda and then you get the money you are looking for after derailling a couple of trains. So this time I am voting for shutting down all the buses. Do it. I dare you. Watch how quickly the city realizes your carpet covered trains and braw buses	Rail Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous Service Levels Operating Budget, Management and Spending Bus Service Rail Service Rail Service Bus Service Fares/Fees/Parking
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. Lunderstand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/drug detectors because drug use has increased on both metro and metro buses. If ind it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike. Monday-Thursday 5am to 11pm. Friday and Saturday 5am to 1am. Sunday 6am to 10pm Please reduce the weekend services not the weekday nor the rush hour to support in-person workers We all realize this is a ploy to pry more money out of DC, VA, and MD govts. Please stop threatening it, no one believes you anymore. our poor budget officers are forced every year to put up this charade and then you get the money you are looking for after derailing a couple of trains. So this time I am voting for shuting down all the buses. Do it. I dare you. Watch how quickly the city realizes you carpet covered trains and brawh buses ar	Rail Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous Service Levels Operating Budget, Management and Spending Bus Service Rail Service Bus Service Rail Service Bus Service
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. Lunderstand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/drug detectors because drug use has increased on both metro and metro buses. If find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike. Monday-Thursday Sam to 11pm. Friday and Saturday Sam to 1am. Sunday 6am to 10pm Please reduce the weekend services not the weekday nor the rush hour to support in person workers We all realize this is a ploy to pry more money out of DC, VA, and MD govts. Please stop threatening it, no one believes you anymore. our poor budget officers are forced every year to put up this charda and then you get the money you are looking for after derailling a couple of trains. So this time I am voting for shutting down all the buses. Do it. I dare you. Watch how quickly the city realizes your carpet covered trains and braw buses	Rail Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous Service Levels Operating Budget, Management and Spending Bus Service Rail Service Rail Service Bus Service Fares/Fees/Parking
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. Lunderstand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/drug detectors because drug use has increased on both metro and metro buses. If find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike. Monday-Thursday Sam to 11pm. Friday and Saturday Sam to 1am. Sunday 6am to 10pm Please reduce the weekend services not the weekday nor the rush hour to support in-person workers We all realize this is a ploy to pry more money out of DC, VA, and MD govts. Please stop threatening it, no one believes you anymore. Our poor budget officers are forced every year to put up this charade and then you get the money you are looking for after derailing a couple of trains. So this time I am voting for shutting down all the buses. Do it. I dare you. Watch how quickly the city realizes your carpet covered trains and brawl buses	Rail Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous Service Levels Operating Budget, Management and Spending Bus Service Rail Service Bus Service Rail Service Bus Service
announcement system in older trains As a daily metrorali commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. I understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/drug detectors because drug use has increased on both metro and metro buses. I find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike. Monday-Thursday Sam to 11pm. Friday and Saturday Sam to 1am. Sunday 6am to 10pm Please reduce the weekend services not the weekday nor the rush hour to support in-person workers We all realize this is a ploy to pry more money out of DC, VA, and MD govts. Please stop threatening it, no one believes you anymore. our poor budget officers are forced every year to put up this charade and then you get the money you are looking for after derailing a couple of trains. So this time I am voting for shutting down all the buses. Do it. I dare you. Watch how quickly the city realizes you carpet covered trains and brawl buses	Rail Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous Service Levels Operating Budget, Management and Spending Bus Service Rail Service Bus Service
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. Lunderstand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/drug detectors because drug use has increased on both metro and metro buses. If find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike. Monday-Thursday Sam to 11pm. Friday and Saturday Sam to 1am. Sunday 6am to 10pm Please reduce the weekend services not the weekday nor the rush hour to support in-person workers We all realize this is a ploy to pry more money out of DC, VA, and MD govts. Please stop threatening it, no one believes you anymore. our poor budget officers are forced every year to put up this charade and then you get the money you are looking for after derailling a couple of trains. So this time I am voting for shutting down all the buses. Do it. I dare you. Watch how quickly the city realizes your carpet covered trains and braw lbuse	Rail Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous Service Levels Operating Budget, Management and Spending Bus Service Rail Service Bus Service Rail Service Bus Service
announcement system in older trains As a daily metrorali commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. I understand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/drug detectors because drug use has increased on both metro and metro buses. I find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike. Monday-Thursday Sam to 11pm. Friday and Saturday Sam to 1am. Sunday 6am to 10pm Please reduce the weekend services not the weekday nor the rush hour to support in-person workers We all realize this is a ploy to pry more money out of DC, VA, and MD govts. Please by threatening it, no one believes you anymore. our poor budget officers are forced every year to put up this charade and then you get the money you are looking for after derailing a couple of trains. So this time I am voting for shutting down all the buses. Do it. I dare you. Watch how quickly the city realizes you carpet covered trains and brawl buses ar	Rail Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous Service Levels Operating Budget, Management and Spending Bus Service Rail Service Bus Service
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. Lunderstand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don't feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/drug detectors because drug use has increased on both metro and metro buses. I find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike. Monday-Thursday Sam to 11pm. Friday and Saturday Sam to 1am. Sunday 6am to 10pm Please reduce the weekend services not the weekday nor the rush hour to support in-person workers We all realize this is a ploy to pry more money out of DC, VA, and MD govts. Please stop threatening it, no one believes you anymore. Our poor budget officers are forced every year to put up this charade and then you get the money you are looking for after derailing a couple of trains. So this time I am voiting for shuting down all the buses. Do it. I dare you. Watch how quickly the city realizes your carpet covered trains and brawl buses	Rail Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous Service Levels Operating Budget, Management and Spending Bus Service Rail Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending
announcement system in older trains As a daily metrorail commuter, I would no longer find any need to take the metro if it ran every 15 minutes only on weekdays. Lunderstand this isn't the fault of WMATA, but this is really frustrating to see. I don't own a car, so the ability to get around using rail/bus is essential. If leaders are serious about Vision Zero, climate goals, and the other myriad benefits of reducing vehicle miles traveled, they should be giving the system dedicated funding. A tough stance on fare evasion is needed. Very often it seems that people have the means to pay but don?t feel they have to. Also if there needs to be cuts to service it should be proportional to the states that are not contributing a fair share to the functioning of the system. Aka constituents in VA and MD should bare the majority of service cuts if they are not going to invest more money into the system. It should be considered to alter the buses in order to have more space for parents/guardians who board with baby strollers. I also highly suggest to consider installing any type or smoke/drug detectors because drug use has increased on both metro and metro buses. If find it an outrage that the nation's capitol has such an ineffective and overpriced metro. We deserve better than asking whether we want to pay more or not get to work on time. How dare you. Find a better way, I'm buying a bike. Monday-Thursday Sam to 11pm. Friday and Saturday Sam to 1am. Sunday 6am to 10pm Please reduce the weekend services not the weekday nor the rush hour to support in-person workers We all realize this is a ploy to pry more money out of DC, VA, and MD govts. Please stop threatening it, no one believes you anymore. our poor budget officers arefored every year to put up this charade and then you get the money you are looking for after derailing a couple of trains. So this time I am voting for shutting down all the buses. Do it. I dare you. Watch how quickly the city realizes your carpet covered trains and Draw lbuses a	Rail Service Bus Service Bus Service Fares/Fees/Parking Miscellaneous Service Levels Operating Budget, Management and Spending Bus Service Rail Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending

Commont	Catagory
Comment Increase public funding of transit service please!! Thousands of people depend on itbut most	Category
importantly, the most vulnerable people in our region REQUIRE it to be able to live any decent life	
where we can work, travel, and participate in the community.	Capital Budget
Dude, this sucks.	Miscellaneous
Hundreds of us seniors rely on the N2 and N4 bus service, and I am deeply pleased that you have	
decided to leave the routes untouched. Losing Sat/Sun service on the N6 is a small sacrifice to make. THANK YOU FOR KEEPING OUR TRANSPORTATION LIFELINE IN PLACE!!!	Bus Service
Do not eliminate the M4. Our children need it to get to school	Bus Service Bus Service
Fare increase with daily fare cap	Fares/Fees/Parking
Don?t eliminate the T2 Route. I ride that bus to visit family, when I get a car fixed, and to get to kids?	
activities. I am writing to you today to express how vital the T2 Metrobus route is to our community.	
This is a vital for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the	
County?s economy. This bus service is a crucial support for our area. Please consider all efforts to	
protect full T2 Metrobus for the many riders who require this service to get to work, school, and other	
activities. Thank you for your time and consideration.	Bus Service
The T2 route is essential to the Carderock Springs neighborhood because it serves as our only connector	
to public transportation in the DMV area. If we lose the T2 bus people without cars or no longer able to drive will be left with only pricey options to get around the area. This will not only impact seniors on a	
tight budget but also those people who provide essential services in our area and don?t own cars	
themselves or, for a number of reasons are unable to drive Perhaps this survey should include	
questions regarding the hours of most frequent use and then adjust the size of the equipment used to	
fit the ridership.	Operating Budget, Management and Spending
Cutting service in response to funding issues is a sure fire way to put metro in the transit death spiral. D4 and d8 are essential. D4 brings NE people downtown easily and d8 connects to Union station is	Capital Budget
invaluable	Rail Service
Metro is the lifeblood of DC. Any and all impacts to service, pricing, and schedules will immediately	
impact riders from the lowest socioeconomic backgrounds the most, and only trickle up the	
socioeconomic ladder from there. These are our often our essential service workers, but more	
importantly they are our most vulnerable community members, especially with staggering inflation and	
a nationwide housing crisis. Changes to metro will impact those individuals first and likely ripple out to dozens of other essential DC services and communities.	Rail Service
Do not cut service, do not cut service area, do not adversely impact Metro access, even if fixed route	
services change.	Bus Service
You're going to make the service worse AND more expensive??? This is insane. SEVEN DOLLARS? Are	
you kidding? Take the money going towards building those barriers over the turnstyles/paying for the	
security officers and use that. I already switched from metro to bus to commute to work even though it	
takes ~20 minutes longer because the rush hour metro price is simply unaffordable as it is. What psychopath thinks people are going to pay SEVEN DOLLARS to take one trip on the metro. This is	
insulting.	Bus Service
Increasing metro rates at a higher percentage than national inflation rate is frankly irresponsible and	
will lead to even lower usage of the metro system as well as an increase in rate avoidments. I advocate	
for public transit all the time and moved to a city so that I would not need to depend on my car every	
day. However, I will end my monthly unlimited pass if rates go up at the proposed 12.5%. The increased rate would no longer be financially feasible for me to take the metro to work.	Operating Budget Mapagement and Granding
More police officers in sight. Riding the trains. That?s how more riders will come back	Operating Budget, Management and Spending Rail Service
There are other avenues in funding which allow to increase ridership without cutting service or fares. If	
There are other avenues in funding which allow to increase ridership without cutting service or fares. If you have all time low service areas, sure cut them if they don?t make sense. But people rely on those.	
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the	
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road.	Capital Budget
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T2!	Capital Budget Bus Service
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road.	
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T2! Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorail service. i grew	Bus Service
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T21 Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorail service. ig grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching	Bus Service Bus Service
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T2! Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorail service. i grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely!	Bus Service
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T2! Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorail service. i grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very sad to see the budget problems. I hope more funding can happen. Decreased service will be	Bus Service Bus Service
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T2! Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorail service. i grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely!	Bus Service Bus Service
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T2! Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorail service. i grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very sad to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment. the blue line	Bus Service Bus Service Bus Service
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T2! Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorail service. i grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very sad to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment. the blue line Elimination of the W5 bus will mean that I will be unable to utilize public transportation to go to my	Bus Service Bus Service Operating Budget, Management and Spending
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T21 Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorail service. i grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very sad to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment. the blue line Elimination of the WS bus will mean that I will be unable to utilize public transportation to go to my work at the Naval Research lab. Removing the G12 will mean I will be extremely unlikely to use metro	Bus Service Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T2! Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorail service. i grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very sad to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment. the blue line Elimination of the W5 bus will mean that I will be unable to utilize public transportation to go to my	Bus Service Bus Service Operating Budget, Management and Spending
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T2! Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorail service. is grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very sad to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environmet. the blue line Elimination of the WS bus will mean that I will be unable to utilize public transportation to go to my work at the Naval Research lab. Removing the G12 will mean I will be extremely unlikely to use metro service near my home.	Bus Service Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T2! Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorail service. I grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very sad to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment. the blue line Elimination of the W5 bus will mean that I will be unable to utilize public transportation to go to my work at the Naval Research lab. Removing the G12 will mean I will be extremely unlikely to use metro service near my home. Public transit shouldn?t have to turn a profit, it is a necessary public good and what keeps me around here. Don?t cut the 96	Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Bus Service Bus Service
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T2! Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorail service. i grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very sad to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment. the blue line Elimination of the WS bus will mean that I will be unable to utilize public transportation to go to my work at the Naval Research lab. Removing the G12 will mean I will be extremely unlikely to use metro service near my home. Public transit shouldn?t have to turn a profit, it is a necessary public good and what keeps me around here. Don?t cut the 96 It would be OUTRAGEOUS for WMATA to steal our M4 bus service. When we moved to our house eight	Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Bus Service Miscellaneous
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T21 Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorail service. i grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very sait to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment. the blue line Elimination of the W5 bus will mean that I will be unable to utilize public transportation to go to my work at the Naval Research lab. Removing the G12 will mean I will be extremely unlikely to use metro service near my home. Public transit shouldn?t have to turn a profit, it is a necessary public good and what keeps me around here. Don?t cut the 96 It would be OUTRAGEOUS for WMATA to steal our M4 bus service. When we moved to our house eight years ago, one reason we bought it was because it on two metrobus lines. A few years ago you stole	Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Bus Service Miscellaneous
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T21 Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorail service. If grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very sad to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment. the blue line Elimination of the WS bus will mean that I will be unable to utilize public transportation to go to my work at the Naval Research lab. Removing the G12 will mean I will be extremely unlikely to use metro service near my home. Public transit shouldn?t have to turn a profit, it is a necessary public good and what keeps me around here. Don?t cut the 96 It would be OUTRAGEOUS for WMATA to steal our M4 bus service. When we moved to our house eight years ago, one reason we bought it was because it on two metrobus lines. A few years ago you stole away the E6 which we used many weekdays as the best way to get to the Red Line. If you take away	Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Bus Service Miscellaneous
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T2! Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorail service. I grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very sad to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment. the blue line Elimination of the W5 bus will mean that I will be unable to utilize public transportation to go to my work at the Naval Research lab. Removing the G12 will mean I will be extremely unlikely to use metro service near my home. Public transit shouldn?t have to turn a profit, it is a necessary public good and what keeps me around here. Don?t cut the 96 It would be OUTRAGEOUS for WMATA to steal our M4 bus service. When we moved to our house eight years ago, one reason we bought it was because it on two metrobus lines. A few years ago you stole away the E6 binch we used many weekdays as the best way to get to the Red Line. If you take away M4 now too, we will have no mass transit access. Besides affecting our commute to the Red Line, my	Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Bus Service Miscellaneous
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T21 Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorail service. If grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very sad to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment. the blue line Elimination of the WS bus will mean that I will be unable to utilize public transportation to go to my work at the Naval Research lab. Removing the G12 will mean I will be extremely unlikely to use metro service near my home. Public transit shouldn?t have to turn a profit, it is a necessary public good and what keeps me around here. Don?t cut the 96 It would be OUTRAGEOUS for WMATA to steal our M4 bus service. When we moved to our house eight years ago, one reason we bought it was because it on two metrobus lines. A few years ago you stole away the E6 which we used many weekdays as the best way to get to the Red Line. If you take away	Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Bus Service Miscellaneous
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T21 Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. Currently the d6 is the only route that services the palisades, where there is no metrorail service. I grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very sad to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment. the blue line Elimination of the W5 bus will mean that I will be unable to utilize public transportation to go to my work at the Naval Research lab. Removing the G12 will mean I will be extremely unlikely to use metro service near my home. Public transit shouldn?t have to turn a profit, it is a necessary public good and what keeps me around here. Don?t cut the 96 It would be OUTRAGEOUS for WMATA to steal our M4 bus service. When we moved to our house eight years ago, one reason we bought it was because it on two metrobus lines. A few years ago you stole away the E6 which we used many weekdays as the best way to get to the Red Line. If you take away M4 now too, we will have no mass transit access. Besides affecting our commute to the Red Line, my kids will have no way to get to school. M4 is our bus service from Pinehurst Circle to Deal M3 and Jackson. Reed H5. Please make sure the M4 stays operational to ensure students can get to and from I see countless people jumping the turnstiles EVERY DAY. I see the guards watch them, and do nothing I	Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Miscellaneous Miscellaneous
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T2! Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorail service. i grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very sad to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment. The blue line Elimination of the W5 bus will mean that I will be unable to utilize public transportation to go to my work at the Naval Research lab. Removing the G12 will mean I will be extremely unlikely to use metro service near my home. Public transit shouldn?t have to turn a profit, it is a necessary public good and what keeps me around here. Don?t cut the 96 It would be OUTRAGEOUS for WMATA to steal our M4 bus service. When we moved to our house eight years ago, one reason we bought it was because it on two metrobus lines. A few years ago you stole away the E6 which we used many weekdays as the best way to get to the Red Line, my kids will have no way to get to school. M4 is our bus service from Pinehurst Circle to Deal MS and Jackson-Reed H5. Please make sure the M4 stays operational to ensure students can get to and from I see countless people jumping the turnstiles EVERY DAY. I see the guards watch them, and do nothing! A simple slap on the wrist, a little shame might make people pay their fares. I?d rather fares increase	Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Miscellaneous Miscellaneous
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T21 Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorail service. i grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very said to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment. the blue line Elimination of the W5 bus will mean that I will be unable to utilize public transportation to go to my work at the Naval Research lab. Removing the G12 will mean I will be extremely unlikely to use metro service near my home. Public transit shouldn?t have to turn a profit, it is a necessary public good and what keeps me around here. Don?t cut the 96 It would be OUTRAGEOUS for WMATA to steal our M4 bus service. When we moved to our house eight years ago, one reason we bought it was because it on two metrobus lines. A few years ago you stole away the E6 which we used many weekdays as the best way to get to the Red Line. If you take away M4 now too, we will have no mass transit access. Besides affecting our commute to the Red Line, idds will have no way to get to school. M4 is our bus service from Pinehurst Circle to Deal M5 and lackson-Reed H5. Please make sure the M4 stays operational to ensure students can get to and from I see countless people jumping the turnstiles EVERY DAY. I see the guards watch them, and do nothing[4 simple slap on the wrist, a little shame might make people pay their fares. Ir? drather far	Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Miscellaneous Bus Service Bus Service Bus Service Bus Service
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T21 Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorail service. If grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very sad to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment. the blue line Elimination of the WS bus will mean that I will be unable to utilize public transportation to go to my work at the Naval Research lab. Removing the G12 will mean I will be extremely unlikely to use metro service near my home. Public transit shouldn?t have to turn a profit, it is a necessary public good and what keeps me around here. Don?t cut the 96 It would be OUTRAGEOUS for WMATA to steal our M4 bus service. When we moved to our house eight years ago, one reason we bought it was because it on two metrobus lines. A few years ago you stole away the E6 which we used many weekdays as the best way to get to the Red Line. If you take away M4 now too, we will have no mass transit access. Besides affecting our commute to the Red Line, my kids will have no way to get to school. M4 is our bus service from Pinehurst Circle to Deal M3 and Jackson-Reed H5. Please make sure the M4 stays operational to ensure students can get to and from I see countless people jumping the turnstiles EVERY DAY. I see the guards watch them, and do nothing! A simple slap on the wrist, a little shame might make people pay their fares. I?d rather f	Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Miscellaneous Miscellaneous
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T21 Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorail service. i grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very said to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment. the blue line Elimination of the W5 bus will mean that I will be unable to utilize public transportation to go to my work at the Naval Research lab. Removing the G12 will mean I will be extremely unlikely to use metro service near my home. Public transit shouldn?t have to turn a profit, it is a necessary public good and what keeps me around here. Don?t cut the 96 It would be OUTRAGEOUS for WMATA to steal our M4 bus service. When we moved to our house eight years ago, one reason we bought it was because it on two metrobus lines. A few years ago you stole away the E6 which we used many weekdays as the best way to get to the Red Line. If you take away M4 now too, we will have no mass transit access. Besides affecting our commute to the Red Line, idds will have no way to get to school. M4 is our bus service from Pinehurst Circle to Deal M5 and lackson-Reed H5. Please make sure the M4 stays operational to ensure students can get to and from I see countless people jumping the turnstiles EVERY DAY. I see the guards watch them, and do nothing[4 simple slap on the wrist, a little shame might make people pay their fares. Ir? drather far	Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Miscellaneous Miscellaneous Bus Service Bus Service Bus Service
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T21 Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorail service. I grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very sad to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment. the blue line Elimination of the WS bus will mean that I will be unable to utilize public transportation to go to my work at the Naval Research lab. Removing the G12 will mean I will be extremely unlikely to use metro service near my home. Public transit shouldn?t have to turn a profit, it is a necessary public good and what keeps me around here. Don?t cut the 96 It would be OUTRAGEOUS for WMATA to steal our M4 bus service. When we moved to our house eight years ago, one reason we bught it was because it on two metrobus lines. A few years ago you stole away the E6 which we used many weekdays as the best way to get to the Red Line. If you take away M4 now too, we will have no mass transit access. Besides affecting our commute to the Red Line, my kids will have no way to get to school. M4 is our bus service from Pinchurst Circle to Deal MS and Jackson-Reed H5. Please make sure the M4 stays operational to ensure students can get to and from I see countless people jumping the turnstiles EVERY DAY. I see the guards watch them, and do nothing! A simple slap on the wrist, a little shame might make people pay their fares. I?d rather far	Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Miscellaneous Miscellaneous Bus Service Bus Service Bus Service
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T21 Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. Currently the d6 is the only route that services the palisades, where there is no metrorail service. If grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very sad to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment. The blue line Elimination of the W5 bus will mean that I will be unable to utilize public transportation to go to my work at the Naval Research lab. Removing the G12 will mean I will be extremely unlikely to use metro service near my home. Public transit shouldn?t have to turn a profit, it is a necessary public good and what keeps me around here. Don?t cut the 96 It would be OUTRAGEOUS for WMATA to steal our M4 bus service. When we moved to our house eight years ago, one reason we bought it was because it on two metrobus lines. A few years ago you stole away the E6 which we used many weekdays as the best way to get to the Red Line. If you take away M4 now too, we will have no mass transit access. Besides affecting our commute to the Red Line, my kids will have no way to get to school. M4 is our bus service from Pinehurst Circle to pal M3 and Jackson-Reed H5. Please make sure the M4 stays operational to ensure students can get to and from I see countless people jumping the turnstiles EVERY DAY. I see the guards watch them, and do nothing! A simple slap on the wrist, a little shame might make people pay their fares. I?d rather fa	Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Bus Service Miscellaneous Miscellaneous Fares/Fees/Parking Fares/Fees/Parking
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T2! Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorail service. I grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very sad to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment. The blue line Elimination of the W5 bus will mean that I will be unable to utilize public transportation to go to my work at the Naval Research lab. Removing the G12 will mean I will be extremely unlikely to use metro service near my home. Public transit shouldn?t have to turn a profit, it is a necessary public good and what keeps me around here. Don?t cut the 96 It would be OUTRAGEOUS for WMATA to steal our M4 bus service. When we moved to our house eight years ago, one reason we bought it was because it on two metrobus lines. A few years ago you stole away the E6 which we used many weekdays as the best way to get to the Red Line. If you take away M4 now too, we will have no mass transit access. Besides affecting our commute to the Red Line, my kids will have no way to get to school. M4 is our bus service from Pinehurst Circle to beal MS and Jackson-Reed H5. Please make sure the M4 stays operational to ensure students can get to and from I see countless people jumping the turnstiles EVERY DAY. I see the guards watch them, and do nothing! A simple slap on the wrist, a little shame might make people pay their fares. I?d rather fa	Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Miscellaneous Miscellaneous Bus Service Fares/Fees/Parking Bus Service Bus Service
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T21 Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. Currently the d6 is the only route that services the palisades, where there is no metrorail service. I grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very sad to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment. the blue line Elimination of the WS bus will mean that I will be unable to utilize public transportation to go to my work at the Naval Research lab. Removing the G12 will mean I will be extremely unlikely to use metro service near my home. Public transit shouldn?t have to turn a profit, it is a necessary public good and what keeps me around here. Don?t cut the 96 It would be OUTRAGEOUS for WMATA to steal our M4 bus service. When we moved to our house eight years ago, one reason we bought it was because it on two metrobus lines. A few years ago you stole away the E6 which we used many weekdays as the best way to get to the Red Line. If you take away M4 now too, we will have no may use the M4 stays operational to ensure students can get to and from I see countless people jumping the turnstiles EVERY DAY. I see the guards watch them, and do nothing! A simple slap on the wrist, a little shame might make people pay their fares. I?d rather fares increase are than services be cut, but 1 don?t want to pay for all the people that just jump through! I?l be pissel if fares increase and only some of us actually pay	Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Bus Service Miscellaneous Bus Service Fares/Fees/Parking Bus Service Bus Service Fares/Fees/Parking Bus Service
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T2! Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorail service. I grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very sad to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment. The blue line Elimination of the W5 bus will mean that I will be unable to utilize public transportation to go to my work at the Naval Research lab. Removing the G12 will mean I will be extremely unlikely to use metro service near my home. Public transit shouldn?t have to turn a profit, it is a necessary public good and what keeps me around here. Don?t cut the 96 It would be OUTRAGEOUS for WMATA to steal our M4 bus service. When we moved to our house eight years ago, one reason we bought it was because it on two metrobus lines. A few years ago you stole away the E6 which we used many weekdays as the best way to get to the Red Line. If you take away M4 now too, we will have no mass transit access. Besides affecting our commute to the Red Line, my kids will have no way to get to school. M4 is our bus service from Pinehurst Circle to beal MS and Jackson-Reed H5. Please make sure the M4 stays operational to ensure students can get to and from I see countless people jumping the turnstiles EVERY DAY. I see the guards watch them, and do nothing! A simple slap on the wrist, a little shame might make people pay their fares. I?d rather fa	Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Miscellaneous Miscellaneous Bus Service Fares/Fees/Parking Bus Service Bus Service
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T21 Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorail service. i grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very said to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment. the blue line Elimination of the W5 bus will mean that I will be unable to utilize public transportation to go to my work at the Naval Research lab. Removing the G12 will mean I will be extremely unlikely to use metro service near my home. Public transit shouldn?t have to turn a profit, it is a necessary public good and what keeps me around here. Don?t cut the 96 It would be OUTRAGEOUS for WMATA to steal our M4 bus service. When we moved to our house eight years ago, one reason we bought it was because it on two metrobus lines. A few years ago you stole away the E6 which we used many weekdays as the best way to get to the Red Line. If you take away M4 now too, we will have no mass transit access. Besides affecting our commute to the Red Line, my kids will have no way to get to school. M4 is our bus service form Pinehurst Circle to Deal M5 and lackson-Reed H5. Please make sure the M4 stays operational to ensure students can get to and from I see countless people jumping the turnstiles EVERY DAY. I see the guards watch them, and do nothing I A simple slap on the writs, a little shame might make people pay their farse. I/d rather	Bus Service Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Bus Service Miscellaneous Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Service Bus Service Bus Service Service Bus Servi
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T21 Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorail service. I grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very sad to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment. the blue line Elimination of the WS bus will mean that I will be unable to utilize public transportation to go to my work at the Naval Research lab. Removing the G12 will mean I will be extremely unlikely to use metro service near my home. Public transit shouldn?t have to turn a profit, it is a necessary public good and what keeps me around here. Don?t cut the 96 It would be OUTRAGEOUS for WMATA to steal our M4 bus service. When we moved to our house eight years ago, one reason we bught it was because it on two metrobus lines. A few years ago you stole away the E6 which we used many weekdays as the best way to get to the Red Line. If you take away M4 now too, we will have no mass transit access. Besides affecting our commute to the Red Line, my kids will have no ways to school. M4 is our bus service from Pinchurst Circle to Deal MS and Jackson-Reed H5. Please make sure the M4 stays operational to ensure students can get to and from I see countless people jumping the turnstles EVERY DAY. I see the guards watch them, and do nothing! A simple slap on the wrist, a little shame might make people pay their fares. I?d rather fares incr	Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Miscellaneous Bus Service Fares/Fees/Parking Bus Service
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T21 Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. Currently the d6 is the only route that services the palisades, where there is no metrorail service. I grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very sad to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment. the blue line Elimination of the W5 bus will mean that I will be unable to utilize public transportation to go to my work at the Naval Research lab. Removing the G12 will mean I will be extremely unlikely to use metro service near my home. Public transit shouldn?t have to turn a profit, it is a necessary public good and what keeps me around here. Don?t cut the 96 It would be OUTRAGEOUS for WMATA to steal our M4 bus service. When we moved to our house eight years ago, one reason we bought it was because it on two metrobus lines. A few years ago you stole away the E6 which we used many weekdays as the best way to get to the Red Line. If you take away M4 now too, we will have no mass transit access. Besides affecting our commute to the Red Line, my kids will have no way to get to school. M4 is our bus service from Pinehurst Circle to Deal M3 and Jackson-Reed H5. Please make sure the M4 stays operational to ensure students can get to and from I see countless people jumping the turnstiles EVERY DAY. I see the guards watch them, and do nothing! A simple slap on the wrist, a little shame might make people pay their fares. I?d rather fa	Bus Service Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Bus Service Miscellaneous Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Service Bus Service Bus Service Service Bus Servi
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T21 Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorail service. I grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very sad to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment. The blue line Elimination of the W5 bus will mean that I will be unable to utilize public transportation to go to my work at the Naval Research Iab. Removing the G12 will mean I will be extremely unlikely to use metro service near my home. Public transit shouldn?t have to turn a profit, it is a necessary public good and what keeps me around here. Don?t cut the 96 It would be OUTRAGEOUS for WMATA to steal our M4 bus service. When we moved to our house eight years ago, one reason we bought it was because it on two metrobus lines. A few years ago you stole away the E6 which we used many weekdays as the best way to get to the Red Line. If you take away M4 now too, we will have no mass transit access. Besides affecting our commute to the Red Line, my kids will have no way to get to school. M4 is our bus service from Pinehurst Circle to Deal MS and lackson-Reed H5. Please make sure the M4 stays operational to ensure students can get to and from I see countless people jumping the turnstiles EVERY DAY. I see the guards watch them, and do nothing! A simple slap on the wrist, a little shame might make people phay their fares. I?d rather f	Bus Service Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Bus Service Miscellaneous Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Service Bus Service Bus Service Service Bus Servi
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T21 Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. Currently the d6 is the only route that services the palisades, where there is no metrorail service. I grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very sad to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment. the blue line Elimination of the W5 bus will mean that I will be unable to utilize public transportation to go to my work at the Naval Research lab. Removing the G12 will mean I will be extremely unlikely to use metro service near my home. Public transit shouldn?t have to turn a profit, it is a necessary public good and what keeps me around here. Don?t cut the 96 It would be OUTRAGEOUS for WMATA to steal our M4 bus service. When we moved to our house eight years ago, one reason we bought it was because it on two metrobus lines. A few years ago you stole away the E6 which we used many weekdays as the best way to get to the Red Line. If you take away M4 now too, we will have no mass transit access. Besides affecting our commute to the Red Line, my kids will have no way to get to school. M4 is our bus service from Pinehurst Circle to Deal M3 and Jackson-Reed H5. Please make sure the M4 stays operational to ensure students can get to and from I see countless people jumping the turnstiles EVERY DAY. I see the guards watch them, and do nothing! A simple slap on the wrist, a little shame might make people pay their fares. I?d rather fa	Bus Service Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Bus Service Miscellaneous Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Service Bus Service Bus Service Service Bus Servi
you have all time low service areas, sure cut them if they don?t make sense. But people rely on those. Increase parking meters. Cheap parking in the city is not a right. Charge more for cars to be hogging the road. Keep the T21 Do not reduce or eliminate service to the G8 - this bus has high ridership weekdays and on weekends - offering key access to underserved areas. currently the d6 is the only route that services the palisades, where there is no metrorall service. I grew up in the palisades and my parents still live there, and without the d6 i would have no way of reaching them via metro. please do not eliminate the d6 route entirely! It?s very sad to see the budget problems. I hope more funding can happen. Decreased service will be problematic, but so will price increases. If things get too crowded, people will use it less, which will worsen things and be worse for the environment. the blue line Elimination of the WS bus will mean that I will be unable to utilize public transportation to go to my work at the Naval Research lab. Removing the G12 will mean I will be extremely unlikely to use metro service near my home. Public transit shouldn?t have to turn a profit, it is a necessary public good and what keeps me around here. Don?t cut the 96 It would be OUTRAGEOUS for WMATA to steal our M4 bus service. When we moved to our house eight years ago, one reason we bought it was because it on two metrobus lines. A few years ago you stole away the E6 which we used many weekdays as the best way to get to the Red Line. If you take away M4 now too, we will have no mass transit access. Besides affecting our commute to the Red Line, my kids will have no mass transit access. Besides affecting our commute to the Red Line, my kids will have no mass transit access. Besides affecting our commute to the Red Line, my kids will have no mass transit access. Besides affecting our commute to the Red Line, my kids will have no mass transit access. Besides affecting our commute to the Red Line, my kids will have no mass transit acc	Bus Service Bus Service Bus Service Operating Budget, Management and Spending Miscellaneous Bus Service Miscellaneous Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Service Bus Service Bus Service Service Bus Servi

Comment Category This is critical infrastructure especially for low-income riders/workers. Please prioritize preserving routes (especially buses) in areas with the highest amounts of low-income riders. Please find a sustainable funding source too (perhaps a tax of some sort like that in Minnesota). The more cuts you make the less people will ride so please preserve frequency tool Bus Service Fare evasion is the biggest problem that needs to be addressed. Not only on Rail but especially on buses as well. Stop increasing fares on those of us who actually pay them to compensate for a lack of enforcement for the rest of the fare evaders Bus Service Reduce funding for the police and use that money for transit and other actual public goods. Capital Budget The D31 proposal harms school children. Perhaps it should run as a rush hour bus line but please do not eliminate it all together. If you must then a Metro operated charter bus should run between Shephard Park NW and Alice Deal Jr High as well as Woodrow Wilson High/Jackson Reid High (and points in between)so that kids cange to school. Bus Service Metro needs more accountability as an organization. Rail Service	
routes (especially buses) in areas with the highest amounts of low-income riders. Please find a sustainable funding source too (perhaps a tax of some sort like that in Minnesota). The more cuts you make the less people will ride so please preserve frequency too! Fare evasion is the biggest problem that needs to be addressed. Not only on Rail but especially on buses as well. Stop increasing fares on those of us who actually pay them to compensate for a lack of enforcement for the rest of the fare evaders Reduce funding for the police and use that money for transit and other actual public goods. The D31 proposal harms school children. Perhaps it should run as a rush hour bus line but please do not eliminate it all together. If you must then a Metro operated charter bus should run between Shephard Park NW and Alice Deal Jr High as well as Woodrow Wilson High/Jackson Reid High (and points in bet kids can get to school. Metro needs more accountability as an organization. Reil Service	
sustainable funding source too (perhaps a tax of some sort like that in Minnesota). The more cuts you make the less people will ride so please preserve frequency too! Fare evasion is the biggest problem that needs to be addressed. Not only on Rail but especially on buses as well. Stop increasing fares on those of us who actually pay them to compensate for a lack of enforcement for the rest of the fare evaders Reduce funding for the police and use that money for transit and other actual public goods. Capital Budget The D31 proposal harms school children. Perhaps it should run as a rush hour bus line but please do not eliminate it all together. If you must then a Metro operated charter bus should run between Shephard Park NW and Alice Deal Jr High as well as Woodrow Wilson High/Jackson Reid High (and points in between)so that kids can get to school. Bus Service Reid Countability as an organization. Reid Service Re	
make the less people will ride so please preserve frequency too! Bus Service Fare evasion is the biggest problem that needs to be addressed. Not only on Rail but especially on buses as well. Stop increasing fares on those of us who actually pay them to compensate for a lack of enforcement for the rest of the fare evaders Bus Service Reduce funding for the police and use that money for transit and other actual public goods. Capital Budget The D31 proposal harms school children. Perhaps it should run as a rush hour bus line but please do not eliminate it all together. If you must then a Metro operated charter bus should run between Shephard Park NW and Alice Deal Jr High as well as Woodrow Wilson High/Jackson Reid High (and points in between)so that kids can get to school. Bus Service Metro needs more accountability as an organization. Rail Service	
Fare evasion is the biggest problem that needs to be addressed. Not only on Rail but especially on buses as well. Stop increasing fares on those of us who actually pay them to compensate for a lack of enforcement for the rest of the fare evaders Bus Service Reduce funding for the police and use that money for transit and other actual public goods. Capital Budget The D31 proposal harms school children. Perhaps it should run as a rush hour bus line but please do Capital Budget Shephard Park NW and Alice Deal Jr High as well as Woodrow Wilson High/Jackson Reid High (and points in between)so that kids can get to school. Bus Service Metro needs more accountability as an organization. Rail Service	
buses as well. Stop increasing fares on those of us who actually pay them to compensate for a lack of enforcement for the rest of the fare evaders Reduce funding for the police and use that money for transit and other actual public goods. The D31 proposal harms school children. Perhaps it should run as a rush hour bus line but please do not eliminate it all together. If you must then a Metro operated charter bus should run between Shephard Park NW and Alice Deal Jr High as well as Woodrow Wilson High/Jackson Reid High (and points in between)so that kids can get to school. Metro needs more accountability as an organization. Reid Service	
enforcement for the rest of the fare evaders Bus Service Reduce funding for the police and use that money for transit and other actual public goods. Capital Budget The D31 proposal harms school children. Perhaps it should run as a rush hour bus line but please do not eliminate it all together. If you must then a Metro operated charter bus should run between Shephard Park NW and Alice Deal Jr High as well as Woodrow Wilson High/Jackson Reid High (and points in between)so that kids can get to school. Bus Service Metro needs more accountability as an organization. Rail Service	
Reduce funding for the police and use that money for transit and other actual public goods. Capital Budget The D31 proposal harms school children. Perhaps it should run as a rush hour bus line but please do not eliminate it all together. If you must then a Metro operated charter bus should run between Shephard Park NW and Alice Deal Jr High as well as Woodrow Wilson High/Jackson Reid High (and points in between)so that kids can get to school. Bus Service Metro needs more accountability as an organization. Rail Service	
The D31 proposal harms school children. Perhaps it should run as a rush hour bus line but please do not eliminate it all together. If you must then a Metro operated charter bus should run between Shephard Park NW and Alice Deal Jr High as well as Woodrow Wilson High/Jackson Reid High (and points in between)so that kids can get to school. Metro needs more accountability as an organization. Rail Service	
not eliminate it all together. If you must then a Metro operated charter bus should run between Shephard Park NW and Alice Deal Jr High as well as Woodrow Wilson High/Jackson Reid High (and points in between)so that kids can get to school. Bus Service Metro needs more accountability as an organization. Rail Service	
Shephard Park NW and Alice Deal Jr High as well as Woodrow Wilson High/Jackson Reid High (and points in between)so that kids can get to school. Bus Service Metro needs more accountability as an organization. Rail Service	
points in between)so that kids can get to school. Bus Service Metro needs more accountability as an organization. Rail Service	
Metro needs more accountability as an organization. Rail Service	
I think it?s terrifying that so many cuts are proposed. I am already upset with not being able to get	
home safely by riding Metrorail during late nights. I?m a professional Urban Planner and I can tell you	
for a fact that reducing service will lead to reduced ridership, which will lead to an even greater budget	
shortfall. You?ll cause a negative cycle of disinvestment and will ruin one of the best transit systems in	
the world! Please, please do not implement service cuts. The only proposed change that is positive and	
in the correct direction is extending late night and weekend hours. Why build all this infrastructure if	
you?re not going to use it to its full potential? Operating Budget, Management and Spending	
The proposed cuts in service would cause even less people to ride Metro, which would make future	
budget deficits even worse! To attract more ridership and therefore garner more support for increased	
funding, Metro must maintain its model of excellence in transit for the nation. Traffic is already	
horrendous and reduced Metro service will only exacerbate that problem. Additionally, all of the	
development and investment around Metro stations will struggle due to reductions in service. This	
would be detrimental to our entire region; even for those who don?t utilize WMATA services. Operating Budget, Management and Spending	
Cutting the T2 bus will negatively impact our aging community as well as support service providers. Bus Service	
Your route decisions impact low income riders with limited commute options. Some of these	
individuals work in the service industry and your ections will negatively impact downtown businesses.	
Some of your questions are pointless as you have already eliminated some bus routes and cut rail Bus Service Bus S	
Please keep the T2 service along River Road in MD. It?s a critical service for me and others who need to	
use public transit. I also encourage Metro to work with the state of MD (since River Road is a state	
road) to improve safety by installing more cross walks across River Road (especially at Carderock	
Springs Drive and Fenway Drive) and reducing the speed limit from 40 to 35 MPH. It can be hazardous	
crossing the fast moving River Road. Fare Evasion/Safety/Crime	
I?m really disappointed. There are thousands of people working on low wages, how would all these	
people afford fare changes, service elimination. I think Metro should really think twice before adopting	
these proposals. Operating Budget, Management and Spending	
The local DMV and federal government should provide more to keep Metro afloat. It needs to receive	
the same TLC the local highways get. I'm grateful for your service that's what I rely on All my years in this country being a Foreigner what I Rail Service	
In graterin tor your service that is what reey on An ing years in this county being a rolegine what is see some bus rout are overstaffed and under staffed then they show up one after another not good	
Also the fare is reasonable enough for iders to pay after and not having to jump gate or bore in on	
your fare fare card these are people going work and other places i bet their phone has service ok the	
condition of bus and trains are filthy spit funkyness of homeless sleeping to and no seats are scornful	
contained of ball taking and taking bet analyzed an indexed accepting to the indexed accepting t	
due to Biden stupid decisions on freeing up give an inch thy take a joint every one getting so high and	
none smokers gasping for air not fair there's a place and time for everything under the sun clean Air bus	
and trains please I like that I can travel via this mode of transportation I appreciate it also some train	
cars could be less accounting to crowd and get cleaned up long time rider and oberserver THANK YOU Bus Service	
PLEASE DO NOT CUT SERVICEI We desperately need a functioning public transit system and if we	
continue to cut metro services we'll end up with an unusable system that will collapse due to no	
ridership. Our economy and society depends on reliable and efficient rail and bus infrastructure! Get	
Virginia to get its together Bus Service	
Fare evasion and non-working fare boxes on metro buses are a major loss of revenue. I frequently see	
many people not pay a fare on the bus and frequently the fare box does not work for those that do	
intend to pay. Resolving these two items would help as well with lost revenue Bus Service	
My employer pays my metro costs for commuting so increase away but offer discounted fares for	
people who need it. Seems like bus bunching is still an issue. Wait times matter. Bus Service	
I think metro lines to airports need to run earlier, especially on weekends. My husband is a pilot at DCA.	
We live in Pentagon City and it's ridiculous that he has to pay to uber to airport most weekends	
because metro starts so late. This is a commonly complained about issue on the DC and Nova	
subreddits, so clearly it's a big problem throughout the city. I also wish that the groups metro transit	
police who are standing around near the fare gates, sometimes grabbing people for fare evading, were	
instead patrolling inside railcars. As a woman who travels during off hours often, I never feel safe when I'm on the metro alone. Fares/Fees/Parking	
I'm on the metro alone. Fares/Fees/Parking The Metrobus T2 route is the only public transport that links our Carderock Springs neighborhood of	
The weerboars is the only public dampoint that miss our called took springs region mode on about 500 houses to both the Metro subway system at Friendship Heights and Rockville stations, and	
about sou nouse, to bout the where subway system at riendsing meights and nockine stations, and to Rockvilletown center, which is the closest urban area with restaurants, shopping centers, gwns,	
to notwine connecting, which is the closest and an era with restantiation and share significant era with the state of the	
conce anopy cet to our negroundou. Our integritorinou a fun of teers and young adults, as were as	
young people and seniors. Just the other week I took my kids, which are 13 and 9, to Rockville Town	
Center on the T2 bus, to get them accustomed to being having this option, and for our teenager to	
have the ability to go with her friends to the town, as well as to go to her dance classes (at Dawn	
Crafton Dance Connection) independently. I was planning to take them again sometime soon, to the	
Friendship Heights subway stop, and down into DC, so they learn to use public transport a bit now that	
our older is reaching an independent age. I really hope the T2 bus line won't be cancelled. Doing so	
would cut off our whole community from the public transport system. I had not realized this was being	
considered until I heard from neighbors recently, nor that this line was thought to be insufficiently	
used. I would be in favor of increased fares if needed to support the public transport service, as well as	
improvements to access to the bus stops within our neighborhood (whether by WMATA or by our	
neighborhood) to make access easier for some of our neighbors. Thank you for reading. Bus Service	
Cuts to the Metro system (bus and rail) will hurt residents, visitors, and prospective residents. I moved	
here because of the public transit infrastructure; other young professionals will think twice about the	
DMV without a fast, safe, frequent, and reliable transit system. Bus Service	
Please retain the T2 route-it is important for my community and my own household specifically Bus Service	
Th M4 is the only bus that serves Deal Middle School and Jackson Reed High School. With no bus	1
service, there would be massive traffic increase with no infrastructure to support parent drop off and	
many kids who?s parents can?t drive them would be forced to walk long distance in all weather Bus Service	

Comment	Category
Eliminating metro bus routes, closing stations, and severely curtailing services like the options outlined	
in this plan will only cause Metro profits to continue to fall and hurt the population in the area who	
don't have the means to afford alternate sources of transportation, which in turn will bring significant	
financial inequity to the area. Leaving populations stranded without a secure, reliable means of public	
transportation is inexcusable.	Operating Budget, Management and Spending
The T2 line needs to stay, as it is the only way that people who don't own their own transportation can	
access those areas of town.	Bus Service
My teenage child takes the T2 to and from his public school every day, and when my child is on the bus	
there are at least a half-dozen or more students on the bus as well. There are also many long time	
workers in Potomac Village on the bus and who have no other way to access their jobs. Any cuts to the	
T2 line will hurt a lot of people. There are no alternative routes in the area. This is the only public bus	
that goes through this entire part of the county. We are surprised this is being considered as part of the	
cuts and feel like the number of buses in this region should instead be increased.	Bus Service
Metro service is a necessity for various types of people, including people with disabilities that rely	
heavily or solely on Metro to commute to work or school, doctors, grocery stores, pharmacy and social	
outings. Without service or a reduction of service lines or times the amount of people affected would	
be detrimental to DMV and the loss of independence for people with disabilities and others would be	
the cost of Metro's reduction or loss of service lines.	Fares/Fees/Parking
I believe bus stops need major improvement and that the inside of buses need better maintenance and	
cleaning.	Bus Service
Glover park residents rely on Metrobus to connect to the rest of the city. For senior citizens,,such as	
myself, eliminating the D2 line and shortening the 33 line would greatly restrict my ability to access the	
city. Having to transfer to Metrorail to get to frequently visited destinations would greatly reduce my	
willingness to use Metro. I would use drive or use a taxi service instead. Please reconsider cuts to	
Glover Park service!	Bus Service
Please don't cut the 96 bus line!	Bus Service
Improve your online apps: we want to see actual SCHEDULES for metrorail trains. Also, your online	
account app should be more accurate & be in sych with what we see on the turnstiles; at present, they	
are NOT in sych. Example on the first point using TripPlanner: if I want to see the train time that's later	
than 6pm but earlier than 6:15, I would like to see the schedule shown on screen instead of guessing	
	Rail Service
what time to enter in TripPlanner.	
Please consider needs of intermodal riders that make MARC train connections in Rockville. rush hour	Rus Service
service cuts on red line will make it more difficult to make necessary connections	Bus Service
The worst idea is to close the station at 10pm. This would cause so many issues with travel within DC.	
There are numerous concerts and events that get out past 10 and you would be disservicing thousands	
of people.	Rail Service
I take the H8 route to church every Sunday and the bus includes many other passengers, a great deal of	
them elderly. I oppose weekend service cuts to the H8 for this reason,	Bus Service
I believe that eliminating the 96 Metro route will heavily impact access to the Washington National	
Cathedral for folks that live outside of the 30's route. Additionally, the only access that the folks	
utilizing the 96 route would have to the location would be to ride the red line to Tenleytown and either	
walk (around a 20 minute walk) or take one of the buses down to the Cathedral. As an advocate for	
ADEI, I believe that this heavily contradicts what we should be doing - which is make locations and	
spaces more readily available.	Bus Service
Metro is an essential service. Please do what you can to maintain service, especially to more	
socioeconomically disadvantaged areas.	Rail Service
The slider on the previous question about making changes through fare increase or service cuts was not	
clear to me. I was trying to indicate that I would much prefer fare increases over service cuts.	Bus Service
Whatever you all do, please remember you're a public service, not a tool for the wealthy. Everything in	
DC goes towards making the city a playground for the wealthy, metro included. Working people need	
the train at unpopular hours.	Rail Service
Cutting service and raising rates will only make the situation worse as you make driving more	
attractive, further decreasing ridership and accessibility to those most in need. The money saving	
proposals you've put forward look disaterous. Please figure it out, this is such a fantastic system and	
one of the reasons I moved to the area.	MetroAccess
Please do not close metro stations	Rail Service
The N2 and N4 bus lines service a densely populated corridor that runs from AU through Cathedral	
Heights along New Mexico, Cathedral and Massachusetts Avenues. This area is home to many students	
and elderly residents who rely on Metrobus for some or all of their transportation. Do not cut or reduce	Rus Service
these lines.	Bus Service
I think being presented with worse service and/or higher fares is a lose-lose situation. I hope the DMV	
governments provide y'all with the necessary funding because pushing those problems onto riders	Conital Budget
hurts everyone. I love metro and would hate to see it get worse The Metrobus T2 route is the only public transport that links our Carderock Springs neighborhood of	Capital Budget
about 500 houses to both the Metro subway system at Friendship Heights and Rockville stations, and	
to Rockville town center, which is the closest urban area with restaurants, shopping centers, gyms,	
coffee shops, etc to our neighborhood. Our neighborhood is full of teens and young adults, as well as	
seniors. This bus route provides essential mobility to not only families but also independence to our	
young people and seniors. Just the other week I took my kids, who are 13 and 9, to Rockville Town	
Center on the T2 bus, to get them accustomed to being having this option, and for our teenager to	
have the ability to go with her friends to the town, as well as to go to her dance classes (at Dawn	
Crafton Dance Connection) independently. I was planning to take them again sometime soon, to the	
Friendship Heights subway stop, and down into DC, so they learn to use public transport a bit now that	
our older is reaching an independent age. I really hope the T2 bus line won't be cancelled. Doing so	
would cut off our whole community from the public transport system. I had not realized this was being	
considered until I heard from neighbors recently, nor that this line was thought to be insufficiently	
used. I would be in favor of increased fares if needed to support the public transport service, as well as	
improvements to access to the bus stops within our neighborhood (whether by WMATA or by our	
neighborhood) to make access easier for some of our neighbors.	Bus Service
Metro parking should be free. You have giant, empty parking garages. Charging for parking	
disincentivizes using metro and incentives taking up nearby free parking that should go to other drivers.	
The Vienna parking garage is NEVER more than 10% full but people are parking on the street!	Fares/Fees/Parking
I generally prefer reduced frequency on MetroRail to any other types of service cuts.	Bus Service
Service cuts would just make the city more crowded with cars and result in more problems.	Bus Service
More efficiency no way 2 buses or trains should be coming back to back while they isn't anything going	
More efficiency no way 2 buses or trains should be coming back to back while they isn't anything going the other way.	Bus Service

Comment Good morning, Please do not, under any circumstance, eliminate bus route T2. I live in Carderock Springs and it?s my only lifeline as far as public transportation is concerned. Note that the Walkability access to amenities) index for our neighborhood is only 11/100. So you know that cars or public transportation is required to do anything outside the community (groceries, doctors appointments, work, school, etc.). Many users of T2 cannot drive. Besides, it would be extremely costly to drive and	Category
Springs and it?s my only lifeline as far as public transportation is concerned. Note that the Walkability access to amenities) index for our neighborhood is only 11/100. So you know that cars or public transportation is required to do anything outside the community (groceries, doctors appointments,	
access to amenities) index for our neighborhood is only 11/100. So you know that cars or public transportation is required to do anything outside the community (groceries, doctors appointments,	
transportation is required to do anything outside the community (groceries, doctors appointments,	
work school etc.) Many users of T2 cannot drive Recides it would be extremely costly to drive and	
park at Friendship Heights metro all day. If that?s metro you take to work downtown. Also note, pleas	e
that our neighborhood has a higher than average number of seniors, i.e., 23 + %. (Average is 17-18%).	
Most seniors I know in my neighborhood can no longer drive. And they are dependent on caretakers who arrive by bus. I would prefer a fare increase rather than elimination of this vital T2 route. Please	
reconsider its elimination. Thank you!	Bus Service
Thanks for trying your best to navigate the hostile politics of the neighboring states.	Miscellaneous
By cutting the 96, the D6, and the X8, Metro would be cutting three of the only bus routes that go	
through the north-eastern parts of Capitol Hill and connect parts of the city east of the river to the rest	
of DC	Bus Service
I'm handicapped & take MetroAccess to get to my medical appointments. MetroAccess is critical to mu because I have no other way of getting to medical appointments. I usually get picked up between 6:00	
am & 8:00 am in the morning & return anytime in the afternoon.	MetroAccess
After unsuccessful attempts to part at Wiehle-Reston metro, for which I had to pay to exit, I gave up o	
parking at your facilities and my husband now drops me off; there is no convenient bus service	
between my home and your stations. I balance the cost and time factor of taking Metro against the	
cost of tolls on the Dulles Toll Road; Metro takes longer, but cheaper, driving is shorter and more	
expensive. Then again, I'm not your core customer, the person who commutes regularly and needs a	
decent bus service to survive. Thank you for the chance to comment. My children rely on M4 to go to/from school. How come the city consider eliminating this route?? Is	Bus Service
there a plan for school buses?	Bus Service
Keep the T2 in Maryland. Many people use it to travel to and from work	Bus Service
I think bus service should be preserved particularly. Buses are cheaper and they run to more areas in	
the city that the trains don?t reach. Increasing bus service could help people adjust their schedules to	
accommodate for increased prices or delayed time on metro rail. So many people rely on the bus	
service? I take a bus nearly every day. Either way, I think it would be a terrible idea to raise prices or cu	it
services on BOTH metro rail and bus. One had to compensate for the other or no one will use either and you?ll fall into a deficit spiral and everything will fall apart. PLEASE keep the trains open past 10pr	
on weekdays. That?s so early, and frankly cutting off the train option is VERY UNSAFE because more	
people will choose to walk home later at night. Women, particularly, could face increased risks.	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our Potomac Maryland	
community. This is a vital route for many individuals, businesses and families to access Potomac and	
Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which	is
critical for the County?s economy. This bus service is a crucial support for our area. Please consider all	
efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school,	Due Camilan
and other activities. Thank you for your time and consideration. Susan Garcia The problem isn't Metro. The problem is cars on the road. We need to charge tolls for driving on ALL	Bus Service
major thoroughfares in the Metro service area. We should subsidize Metro, not driving.	Fares/Fees/Parking
The proposed cuts will affect my neighborhood of Glover Park. We currently only have the D2, the 31	
and 33. That's it. We're not near a train. We rely on those buses to get us to other parts of town and/o	r
to Metro rail stations. Not everyone has an option to bike, drive, or walk, and cabs are expensive.	
Personally, I have those options. However, many people who depend on a robust public transportation	
service. Improving our public transportation will go a long way to keep our city safer and cleaner. How	?
Less car traffic! If anything, we should add MORE public transportation options. Please rethink the proposed cuts to service.	Bus Service
I would prefer fare enforcement to fare increases and fare increases to service cuts.	Bus Service
Metrobus is essential to many people in this city. The budget problems are extreme and the	
municipalities/states should be supporting you more. Until that time, fare increases are definitely	
required to ensure service continues. I do not have a car; limiting my metrobus options means I do not	
get to important things throughout the city, thus driving down weekend revenue. Please consider	
raising fares instead of changing/eliminating routes.	Operating Budget, Management and Spending
The buses already don?t run nearly often enough. Public transit is all but completely unreliable here. Metro needs to concentrate on the lines they have now, instead of trying to expanded other lines, the	Bus Service
also need to start cleaning the trains more, stop hiring lazy people, stop letting people jump the gates,	
ride metro Monday thru Friday, starting from New Carrollton to Farragut West, the service is terrible,	
the trains are nasty, and they are not doing anything about people jumping the gates, but want to go	
up on the fares, that's why they are loosing so much money, people are jumping the gates at New	
Carrollton station all the time, it's sad, if I could get to work another way I would. 'METRO	Fares/Fees/Parking
I am dismayed by the proposal to eliminate the 22A and 22F routes that service South Fairlington. I bought a house here 14 years ago and have lived in the neighborhood 17 year in large part because of	
bought a nouse here 14 years ago and have lived in the heighborhood 17 year in large part because of the accessibility of Metrobus. Our service has been cut and chipped away and become even less	
reliable over the years and now I'm being punished for using public transportation. Already the 22A	
has been extended to make the ride much longer. I'm truly outraged. The rug is being pulled out from	
under us and all you're doing is going to push people to use more cars. It should not be this hard to ge	t
to a Metrorail station. This is a large part of your own doing, too. Making service so infrequent and	
inconvenient that people ride less and now you have an excuse to eliminate it. With these changes,	
there will be no bus that services South Fairlington, a community of thousands with many people who work in the city. At this point, the closest antions are over in North Fairlington with the 7A a good 2/A	
work in the city. At this point, the closest options are over in North Fairlington with the 7A, a good 3/4 to1 mile for the farther ends of South Fairlington, or the DASH 36 bus, which is slightly closer but only	
runs during rush hour. Walking up from Shirlington for the ART buses? It would add at least 20, likely	
more, minutes to an already 40-minute commute (on a good day!). Not feasible. Just to get from	
Arlington to downtown D.C.! Sending people to other bus stops is less than ideal for people who	
cannot walk that far for health reasons or have a lot to carry or in inclement weather. Or who want to	
get home in any reasonable amount of time. I am sitting here and actually wondering how I can	
conceivably make my commute work. We have one car. We're not driving it into work every day to sit	
conceivably make my commute work. We have one car. We're not driving it into work every day to sit in traffic and then in a garage, and it needs to be available to get my kid from school. Figure something	
conceivably make my commute work. We have one car. We're not driving it into work every day to sit in traffic and then in a garage, and it needs to be available to get my kid from school. Figure somethin out that doesn't leave people in a lurch and uses us as political pawns. Run an express bus only in rush	
conceivably make my commute work. We have one car. We're not driving it into work every day to sit in traffic and then in a garage, and it needs to be available to get my kid from school. Figure something	Bus Service
conceivably make my commute work. We have one car. We're not driving it into work every day to sit in traffic and then in a garage, and it needs to be available to get my kid from school. Figure something out that doesn't leave people in a lurch and uses us as political pawns. Run an express bus only in rush hour between Fairlington and Pentagon? Fine. Just let people get to work.	Bus Service
conceivably make my commute work. We have one car. We're not driving it into work every day to sit in traffic and then in a garage, and it needs to be available to get my kid from school. Figure somethin out that doesn't leave people in a lurch and uses us as political pawns. Run an express bus only in rush hour between Fairlington and Pentagon? Fine. Just let people get to work. WMATA is a vital part of the region and I appreciate the service improvements and the commitment t	Bus Service

Comment Category Whe other service cuts of ner increases, there is a significant portion of the DMV population that will be negatively affected. Their quality of life will be affected. Recepter will be negatively affected. Their quality of life will be affected. Recepter will be negatively affected. Their quality of life will be affected. Recepter will be negatively affected. Their quality of life will be applied to the heir that its also is for those who are rate the 15. Operating Budget, Management and Spending. Carrence and upprading the train/bases would be a positive strip. Getting more 8 car trains at rush hour with increased ridenship, has to crowing conditions. Bus Service Although in rung (if the outper to its conditions). Bus Service Dublic trains the conditions. Bus Service Dublic trains the conditions. Bus Service Dublic trains the conditions dama near eliminated. Mayele is the to move into light raits increase of the to getto a front, sub south of Springfield/Franconia Capital Budget Passe domic cut 7. That's the only line to constant is south of Springfield/Franconia Capital Budget Passe domic cut 7. That's the only line to constant is add cut of the south south of Springfield/Franconia Capital Budget Passe domic cut 7. That's the only line to consthe tasout cut for the south of Springfield/Franconia	
be negatively affected. Their quality of life will be affected. People living on budgets that grow tighter every day will have their access to the city center further reduced. Where does it end? I understand that if the budget is cut; scattlengs under the nation's capital. People outside does it end? I understand that if the budget is cut; scattlengs under the nation's capital for those who are not the 13. Cutting service and uppring the train/budget ways to make living in this city harder than it already is for those who are not the 13. Cutting service and uppring the train/budget ways to make living in this city harder than it already is for those who are not the 13. Cutting service and uppring the train/budget ways outlide a politic way outling and the content of the the content of the theorem of the content of th	
ever, say will have to pay more for basic transportation in the nation's capital. People outside of the richtsp tars of the till, will have the till, will have the till the outside of the richtsp tars of the till, will have the till the patities you was to make living in this top harder than it alleady is for those was are not the 1%. Cutting service and upgrading the transfbuses would be a positive step. Getting more 8 car trains at rush hour would help also as itseens right nows, there are many people in my neighborhood whor ely on those of the till. Sub. My daughter used to take it to get to school (PLEASE do not eliminate this bus. Bublic transit needs to be better funding of, receive as much funding as the reach of Merrot to the light as all works, or receive as much funding as the reach of Merrot to places with the most congestion. I.e. PC courty and south of Springfeld/Franconia Pease don't cutt?. That's the only link tark cores at all for a lise view, may are that everyone pay because government loose on the pay fare for metror all service, may sure that everyone pay because government loose on the pay fare for metror all service, and y use that link care and all out of the point. The fase of removing weekday rush hour is laughabe, the Red line is paked during rush hour and they can due to do this bar. The date and bot to that point is all works are that everyone pay care and the reach of Merot to D. The idea base service and the do are that only bay fare for metror all service, may sure that everyone pay care and the sub service and the reach of Merot to D. The idea base for moring weekday rush hour is laughabe. The Red line is paked during rush hour and they cone every finanties. Removing some of the bas system all out of finanties file some former on the reach of D. The idea bas farvice line week to finanties. Removing some of the bas system all out of the reach of Merot D. The idea bas farvice line week the reach of the top into city from theek and ith ross finan prot enserging Missian and top of th	
nchet parts of the city will have their access to the city center further reduced. Where does it end? I understand their the budget is cuts parts access the city center further reduced. Where does it end? I understand their the budget is cuts parts access the city center further reduced. Where does it end? I understand their the budget is cuts parts access the set of their set of the city manages to find new gharty ways to make living in this city harder than it already is for those who are not the 13. Operating Budget, Management and Spending Would help also as it seems right now all lines have only 6 car trains accept the Red, which combined would help also as it seems right now all lines have only 6 car trains except the Red, which combined which increased right to short. The set of short Red Kell do not eliminate this bus. Although I myself do not use the T2 bus, there are many people in my neighborhood who rely on this bus. My duagiter used to take it toget to short. PLEAEG do not eliminate this bus. Public trainst needs to be better funded, or, reever as much funding as the roads doi. If anything. Public trainst needs to abe better funded, or, reever as much funding as the roads doi. If anything. Public trainst needs to abe better funded, or, reever as much funding as the roads doi. Hanything. Public trainst needs to abe better funded, or, reever as much funding as the reak of Meiro to the paces with the only line that comes at all close to my house. Bays service Please don't to train for mort roal if surving, may sure that everyone pay, because government lose noney, take control of that point. The close of removing some of the bus systems also cut of entire neighborhoods. The D2 and the D3 are tool hy buss that go through where I live and connect me to the rest of DC. The idea Has service the fare Do better with multiple rail optons for further west and frequency. And quit increasing prices and you! I see increase the fare Do better with multiple rail optons for further west and frequency. And quit incr	
understand that if the budget is cut, sacrifies must be made. It's incredibly difficult to hear that the city manages for find new ghasty ways to make living in this city harder than it already is for those who have not the 15. Cutting service would undo all the positives you've built up over the last couple of years. Keeping service and ugrading the trains/buses would be a positive step. Cetting more 8 car trains at runs at	
city manages to find new ghasty ways to make living in this city harder than it already is for those who are not the 1%. Cutting services and upgraded the train/subset would be apositive service and upgraded the train/subset would be apositive service and upgrade the train/subset would be apositive service and upgrade the train/subset would be apositive service and upgraded the train/subset would be apositive service and upgraded the train/subset would be apositive service and upgraded the train/subset would be apositive service and the service and the apositive service and the servi	
are not the 1%. Operating Budget, Management and Spending Cutting service and upgrading the trains/buses would be a positive step. Getting more & ar trains at rush hour and would head ball set steems rule hour and lines have and by Cart trains except the Red, which combined with increased ridership. Nasi led to crowding conditions. Bus Service Although I muget do not use the 12 bus, there are many people in my neighborhood who rely on this bus. My daughter used to take it to get to school. PLEASE do not eliminate this bus. Bus Service Dublic transf needs to be better funded, or, receiver as much funding as the reads do I anything. Bus Service Metro needs to expand so that the traffic situation is damn eare reliminated. Maybe its time to more line and the reads of not the reads of the reads of anything. Bus Service Pase adort cut: 12. That's the only line that comes at all close to my supre that everyone pay, because generation and south of spin fer for metro rail sarrice, may sure that everyone pay, because generation and south is bus aystems also cut off entire neighborhoods. The D2 and the Ba are the reads of D2. The ide that you would take out both is busare. Bus Service Rease don't cut: Needs and the reads of D2. The ide to my hour is bus systems also cut off entire neighborhoods. The D2 and the Ba are the first of Turber west and frequency. And quit Increasing prices and Yus and Yu	
Cutting service would undo all the positives you've built up over the last couple of years. Keeping service and upgoing the trains/built setup. Getting more 6 ar trains at rush hour would help also as it seems right now all lines have only 6 car traine except the Red, which combined with increase in directly. In the setup of the	
service and uggrading the trains/buses would be a positive step. Getting more & ar trains at rush hour would he glas os it seems right now all lines have only if car trains except the Red, which combined with increased identiby. Ihas led to crowding conditions. Athough I myself do not use the T2 bus, there are many people in my neighborhood who rely on this bas. My daughter used to take it to get to school. PLEAGE do not eliminate this bus. Public trainst needs to be better funded, or, receive a smuch inding as the roads do. If anything. Metro needs to capado so that the traffic statution is duant for all inding as the roads do. If anything. Metro needs to capado so that the readre so that of SpringledPrint and Maye its tit no move into light rail service to feed the Metro rail that already exist, ABD expand the reach of Metro to the gates with the most congestion. Ice To County and source, may such to everyone pay, because government lose money, take control of that ploint. The idea of removing weekdary trains for metro rail spacked during rush hour and they come every 5 minutes. Removing some of the bus systems also cut off entite neighborhoods. The 102 and the Döa are to nonly buss strate of thorough where I live and connect me to there and I's nou far you're charging Mickan and Tyson workers more when distance is same to Nobal just because a business district. L's not charging. Right now with not cot out off entite releadership bus systems also cut off entite neigh system and you'll see increase the fare the 71 stile end ploin connect stand sporting everts. Additionally if you cut late night there goes people attending connects and sporting everts bus Service. Devide that you cut late night there goes people attending concerts and sporting everts. The 71 site end ploin corrison as they preserve the nith on the stand skys riding. Additionally if you cut late night there goes people attending startatives to automobile by the large service areas, do not cut fined froute, even if fir route is cut, do not reduce	
would help also as it seems right now all lines have only 6 car trains except the Red, which combined with increased friedship, has let or conding conditions. Bus Service Although I myself do not use the T2 bus, there are many people in my neighborhood who rely on this bus. My daughter used to take it to get to school. PLEASE do not eliminate this bus. Public trains there do to be better funded, or receive as much funding as the roads do. If anything, Metro needs to be better funded, or receive as much funding as the roads do. If anything, Metro needs to be better funded, or receive as much funding as the roads do. If anything, Metro needs to be better funded, or receive as much funding as the roads do. If anything, Metro needs to be better funded, or receive as much funding as the roads do. If anything, Metro needs to repards on that the traffic situation is damn near eliminated. Maye its time to move places with the most congestion. Ic. PG county and south of Springfield/Franconia Please don't turi. 21. That's the only line that coreas a lil close to my house. Bus Service I saw that many people don't pay fare for metro rail service, may sure that everyone pay, because government loose momey, take court of of that point. The idea of removing weekday rush hour is laughabite. the Bed line is packed during rush hour and they come every S minutes. Removing some of the bus systems also cut off entire neighborhoods. The D2 and the D8 are the only buses that go through where live and connect me to the rest of DC. The idea Bus Service Please don't in carease the fare U ull see increase the fare Do better with multiple rail options for further west and frequency. And quit increasing prices and district, it's not cheap. Lay for what I pay in gas once every month in a haff in less than 4 days rding. Additionally fry our ult na night three goes people attending concerts as doporting everice in that corridor would need rease the fare dimmating the progress that has beem made toward provinging alter	
with increased ideeship. has led to crowding conditions. Bus Service Although inyexif do not use the 2 bus, there are many people in my neighborhood who rely on this Bus Service Public transt needs to be better funded, or, receive as much funding as the roads do. If anything, Bus Service Autor needs to expand so that the traffic situation is damn near eliminated. Maybe its time to move into light rail service to feed the Metor of Lor Garuty and south of Springfiel/franconia Capital Budget Please don't cut 72. That's the only line that comes at all close to my house. Bus Service Is any that may regole don't pay frant former to rail service, may sure that everyone pay, because government lose money, take control of that point. Fares/Fees/Parking The idea of fromony weekday run to bur is laughable. the Red line is packed during rush hour and they come every 5 minutes. Removing some of the bus systems also cut off entire neighborhoods. The D2 and the D2 are to endy buss that po throug how here I live and connect me to the rest of DC. The idea prese don't not recease the fare Bus Service Do better with multiple rail options for further west and frequency. And quit increasing prices and points increase the fare Bus Service Especially if going west to VA suburbs or trying to go into city from there. And it's not fair you're charging McLean and Tyson workes more when distance is same to NMa just because a business district. It's not the jast y gas are increases are are preferable to pikk and days riding. Bus Service Especially i	
bus. My daughter used to take it to get to school. PLEASE do not eliminate this bus. Bus Service Public transit needs to be better funded, or, receive as much funding as the roads do. If anything, Metro needs to be better funded, or, receive as much funding eschort the target subtit here as more funding that al resolve obta. AND expand the reach of Metro to the places with the most congestion. I.e. 67 county and south of Springfield/Francona Capital Budget Please don't cut 72. That's the only line that comes at all close to my house. Bus Service Service Jaw that many people don't pay fare for metror oil service, may sure that everyone pay, because government loose money, take control of that point. Fares/Fees/Parking The idea of removing weekday rung show to flauphable. The Red line is packed during rush hour and they comoving weekday rush bour is lauphable. The end plause state as onto the rest of DC. The idea that you would take out both is biaree. Bus Service Please don't increase the fare Do better with multiple rail options for further west and frequency. And quit increasing prices and you'll see increase in indership. Right now it's not cost or time effective to pick rail over driving. Bus Service Specially right quit there goes people attending concerts and sporting events. Bus Service Bus Service Please don't increase the distance is same to NOMa just because a business district. It's not cheap. I pay for what I pay in gas once every month in a half in loss share 4 days roling. Bus Service Rowitie	
Public transit needs to be better funded, or, receive as much funding as the roads do. If anything, Metro needs to expand so that the traffic situation is damn near eliminated. Maybe its time to move into light rail service to feed the Metro rail that already exist, AND expand the reach of Metro to the places with the most congestion. Is, PG county and south of Springfield/Franconia Capital Budget Please don't cut?. That's the only line that comes at all close to my house. Bus Service Bus Service I saw that many people don't pay fare for metro rail service, may sure that everyone pay, because government loose money, take control of that point. Fares/Fees/Parking The idea of removing weekday rush hour is laughable. the Red line is packed during rush hour and they come every Sinnutes. Removing some of the bus systems also cut of entire neighborhoods. The D2 and the D6 are the only buses that go through where I live and connect me to the rest of DC. The idea Bus Service Bus Service Please don't cut live out bus that further west and frequency. And quit increasing prices and Tyou or workers more whend listance is same to NAM is to class a business district. It's not charg, I pay for what I pay in gas once every month in a half in less than 4 days riding. Bus Service Additionally if you cut late night there goes people attending concerts and syoring events. Bus Service Bus Service Reade dimit you cut late night there goes people attending concerts and syoring bus service in that corridor in and out of the city. Rive Read, Eliminating bus service in that corridor in and out of the city. Rive Read, Eliminating bus service in that cor	
Interconcess to expand so that the traffic situation is damn near eliminated. Maybe its time to move into light rail service to feed the Metro rail that already exist, AND expand the reach of Metro to the places with the most congestion. Ie. PG county and south of springfield/Franconia Capital Budget Please don't cut T2. That's the only line that comes at all close to my house. Bus Service Is with tam may popel don't pay fare for metror onli service, may sure that everyone pay, because government lose money, take control of that point. Fares/fees/Parking The idea of removing weekdary with hour is laughable. the Red line is packed during rush hour and they come every 5 minutes. Removing some of the bus systems also cut off entire neighborhoods. The 02 and the D6 are the only buses that go through where I live and connect me to the rest of DC. The idea that you would take out both's bizare. Bus Service Please don't increase In diership. Right now it's not cost or time effective to pick rail over driving. Especially if ging west to X as burbs or trying to go into city from there. And it's not fair you're charging McLean and Tyson workers more when distance is same to NoNa just because a business district. It's not chap. I pay for what I pay ing as once every month in a half in less than 4 days riding. Additionally if you cut late night there goes people attending concerts and sporting events. Bus Service Rockvillea Jang alarge traffic cordor in and out of the city. Five Road. Eliminating bus service in that corridor would inevitably displace commuters from mass transit and force them into private vehicles, eliminating there goes people attending concerts and sporting events. Bus Service	
Into light rail service to feed the Metro rail that already exist, AND expand the reach of Metro to the places with the most congestion. Ie. PG county and south of Springfield/Franconia Capital Budget Please don't cut T2. That's the only line that comes at all close to my house. Is with the may people don't pay fare for metro rail service, may sure that everyone pay, because government lose money, take control of that point. The idea of removing weekday rush hour is laughable, the Red line is packed during rush hour and they come every 5 minutes. Removing some of the bus systems also cut off entire neighborhoods. The D2 and the D6 are the only buses that go through where I live and connect me to the rest of DC. The idea that you would take out both is bizare. Please don't increase the fare Do better with multiple rail options for further west and frequency. And quit increasing prices and you'll see increases in ridership, Right now it's not cost or time effective to pick rail over driving. Especially if going west to VA suburbs or trying to go into city from there. And it's not fair you're charging McLean and Tyoon workers more when distance is same to NoMa just because a business district. It's not what I pay ingas once every mont in a half in less than 4 days rding. Additionally if you cut late night there goes people attending concerts and sporting events. Bus Service Bus	
places with the most congestion. ie. PG county and south of Springfield/Franconia Capital Budget Please don't cut 72. That's the only line that comes at all close to my house. Bus Service Isaw that many people don't pay fare for metror on il service, may sure that everyone pay, because government loose money, take control of that point. Fares/Fees/Parking The idea of removing weekday rush hour is laugable, the Red line is packed during rush hour and they come every 5 minutes. Removing some of the bus systems also cut off entire neighborhoods. The D2 and the D6 are the only buses that go through where line and connect the to the rest of DC. The idea that you would take out both is bizarre. Bus Service Please don?t increase the fare Do be terk with multiple rail options for further west and frequency. And quit increasing prices and you'll see increase in ridership. Right now it's not cost or time effective to pick rail over driving. Especially if going west to Va suburbs or trying to go into city from there. And it's not fair you're charging McLean and Tyoon workers more when distance is same to NOAl subte scuese a business district. It's not cheap. I pay for what I pay in gas once every month in a half in less than 4 days riding. Additionally lif you cut late night there goes people attending concerts and sporting events. Bus Service The 71 is the only connection to mass transit and two urban destinations (downtown Washington and Rockville) along a large traffic corridor in and out of the city. Rive Road. Eliminating bus service in that corridor would inerviably displace commuters there and to recease are far preferable to eliminating service on this and similar corride sas then preserve the network of atternative means of transp	
Intersection Bus Service Bus Service I saw that many people don't pay fare for metror all service, may sure that everyone pay, because Bus Service I saw that many people don't pay fare for metror all service, may sure that everyone pay, because Fares/Fees/Parking government loses money, take control of that point. Fares/Fees/Parking The idea of removing weekday rush hour is laughable. the Red line is packed during rush hour and they Fares/Fees/Parking come every 57 minutes. Removing some of the bus systems also cut off entire neighborhoods. The D2 Bus Service and the D6 are the only buses that go through where I live and connect me to the rest of DC. The idea Bus Service Please don't increase the fare Fares/Fees/Parking Do better with multiple rail options for further west and frequency. And quit increasing prices and you'll see increase in ridership, Right now it's not cost or time effective to pick rail over ride viage. Fares/Fees/Parking Substrict. It's not chap. I pay for what I pay ing as once every month in a half in less than 4 days riding. Bus Service Bus Service Additionally if you cut late night there goes people attending concerts and sporting events. Bus Service Bus Service Bus district. It's not drain or drain draw or the distance is same to NoNa just because a business district. It's not drain tho corthome distantions (downorow Washington and Rockille)	
I saw that many people don't pay fare for metro rail service, may sure that everyone pay, because government loses money, take control of that point. The idea of removing weekday rush hour is laughable, the Red line is packed during rush hour and they come every 5 minutes. Removing some of the bus systems also cut of entire neighborhoods. The D2 and the D6 are the only buses that go through where I live and connect me to the rest of DC. The idea that you would take out both is bizare. Please don't increase the fare Do better with multiple rail options for further west and frequency. And quit increasing prices and you'll see increase in ridership. Right now it's not cost or time effective to pick rail over driving. Especially if going west to VA suburbs or trying to go into citly from there. And it's not fair you're charging McLean and Tyson workers more when distance is same to NoMa just because a business district. It's not cheap. I pay for what I pay in gas once every month in a half in less than 4 days riding. Expecially if going cornidor in and out of the city- Rive Road. Eliminating bus service in that corridor would inevlably displace commuters from mass transit and force them into private vehicles, eliminating the progress that has been made toward providing alternatives to automobiles by the large investments in public transito ver the lats 50 vers. Fare increases are far preferable to eliminating service on this and similar corridor van the first greuklifty to address issue relate to affordability for various income groups through various fare structure options Do not cut service areas, do not cut fixed route, even if fix route is cut, do not reduce Metro Access service area from current bevels try to address the issue through minimal fix rate fair, increases and more funding sources. As you know, Kree interess that saw through minimal fix rate fair, increases and more funding sources. As you know, Kree interess that are endered to closs start of a deats apiral. Instead, municipalities should increase	
government losse money, take control of that point. Fares/Fees/Parking The idea of removing weekday rush hour is laughable, the Red line is packed during rush hour and they come every 5 minutes. Removing some of the bus systems also cut off entire neighborhoods. The D2 and the D6 are the only buses that go through where I live and connect me to the rest of DC. The idea that you would take out both is bizare. Bus Service Please don't increase the fare Fares/Fees/Parking Bus Service Do better with multiple rail options for further west and frequency. And quit increasing prices and you'll see increase in indership. Right now it's not cost or time effective to pick rail over driving. Especially if going west to VA suburbs or trying to go into city from there. And it's not fair you're charging McLean and Tyson workers more when distance is same to NoMa just because a business district. It's not theap. I pay for what I pay in go as once every month in a half in less that 4 days riding. Bus Service Additionally if you cut late night there goes people attending concerts and sporting events. Bus Service Bus Service Rockville) along a large traffic corridor in and out of the city- River Road. Eliminating bus service in that corridor yould inevitably displace commuters from mass transit and froce them into private vehicles, eliminating the pregress that has been made toardon (rail) put in place as part of a sustinable strategy for the region while at the same time offering flexibility to address issues related to affor (rail) put in place as part of a sustinable strategy for the region while at the same time offering flexibility to address issues related to affor (rail) put in place as par	
The idea of removing weekday rush hour is laughable, the Red line is packed during rush hour and they come every 5 minutes. Removing some of the bus systems also cut off entire neighborhoods. The D2 and the D6 are the only buses that go through where I live and connect me to the rest of DC. The idea Bus Service Please don't increase the fare Fare Fares/Fees/Parking Do better with multiple rail options for further west and frequency. And quit increasing prices and you'll see increase in ridership. Right now it's not cost or time effective to pick rail over driving. Especially if going west to VA suburbs or trying to go into city from there. And it's not fair you're charging McLean and Tyson workers more when distance is same to NOMa just because a business district. It's not entities that there goes people attending concerts and sporting events. Bus Service Pleaked on't corridor in a balf in less than 4 days riding. Additionally if you cut late night there goes people attending concerts and sporting events. Bus Service Pleaked on't corridor in and out of the city. Herver Road. Eliminating bus service in that corridor would inevitably displace commuters from mass transit and force them into private vehicles, eliminating bus service in that corridor and out of the city. Herver Road. Eliminating bus service in that so the same time offering flexibility to address issues related to affordability for various income groups through various fare structure options bus strates of not cut fixed route, even if fix route is suct, do not reduce Metro Access service areas for not cut fixed route, even if fix rout is cut, do not reduce Metro Access service areas for not cut fixed route, even if fix rout is suct, do not reduce Metro Access service areas for not cut fixed route, even if fix rout is cut, do not reduce Metro Access service areas for not cut fixed route, even if fix rout is cut, do not reduce Metro Access service areas for not cut fixed route, even if fix rout is cut, do not reduce Metro Access area regressive taxes	
come every 5 minutes. Removing some of the bus systems also cut off entire neighborhoods. The D2 and the D6 are the only buses that go through where I live and connect me to the rest of DC. The idea Bus Service Please don't increase the fare Fares/Fees/Parking Bus Service Do better with multiple rail options for further west and frequency. And quit increasing prices and you'll see increase in ridership. Right now it's not cost or time effective to pick rail over driving. Especially if going west to VA suburbs or trying to go into city from there. And it's not fair you're charging McLean and Tyson workers more when distance is same to NoMa just because a business Bus Service Additionally if you cut late night there goes people attending concerts and sporting events. Bus Service Bus Service The T2 is the only connection to mass transit and four other wits not tain to private vehicles, eliminating the progress that has been made toward providing alternatives to automobiles by the large investments in public transit over the last 50 years. Fare increases are far preferable to eliminating service on this and similar corridors as they preserve the network of alternative means of transport and utilization of the fixed resources and embodied carbon (rail) put in place as part of a sustainable strategy for the region while at the same time offering flexibility to address issues related to and row on out out. Rever fix route is cut, do not reduce Metro Access service areas for not cut. Rever fix route is cut, do not reduce Metro Access service areas for mount event fix route is cut, do not reduce Metro Access service areas for not cut. Rever fix route is cut, do not reduce Metro Access service areas for not cut. Rever of fix route is cut,	
and the D6 are the only buses that go through where I live and connect me to the rest of DC. The idea that you would take out both is bizarre. Bease don't increase the fare Fares/Fees/Parking Fares/Fees/	
that you would take out both is bizarre. Bus Service Please don't increase the fare Fares/Fees/Parking Do better with multiple rail options for further west and frequency. And quit increasing prices and you'll see increase in ridership. Right now it's not cost or time effective to pick rail over driving. Fares/Fees/Parking Especially if going west to VA suburbs or trying to go into city from there. And it's not fair you're charging McLean and Tyson workers more when distance is same to NoMa just because a business district. It's not cheap. I pay for what I pay in gas once every month in a half in less than 4 days riding. Bus Service Additionally if you cut late night there goes people attending concerts and sporting events. Bus Service Bus Service The T2 is the only connection to mass transit and two urban destinations (downtown Washington and Rockville) along a large traffic corridor in and out of the city- River Road. Eliminating bus service in that corridor would inevitably displace commutes from mass transit and for chem them into private vehicles, service on this and similar corridors as they preserve the network of alternatives to automobiles by the large investments in public transit over the last 50 years. Fare increases are far preferable to eliminating service on the resources and embodied carbon (rail) put in place as part of a sustainable strategy for the region while at the same time offering flexibility to address issues related to affordability for various income groups through various fare structure options Bus Service Do not cut service areas, do not cut fixed route, even if fix route is cut, do not reduce Metro Access service area form current bevels try to address the issue through minimal fix rate fair, increases and a r	
Please don?t increase the fare Fares/Fees/Parking Do better with multiple rail options for further west and frequency. And quit increasing prices and you'll see increase in ridership. Right now it's not cost or time effective to pick rail over driving. Fares/Fees/Parking Up ou'll see increase in ridership. Right now it's not cost or time effective to pick rail over driving. Especially if going west to VA suburbs or trying to go into city from there. And it's not fair you're charging McLean and Tyson workers more when distance is same to NOMa just because a business district. It's not cheap. I pay for what I pay ing gas once every month in a half in less than 4 days riding. Bus Service Additionally if you cut late night there goes people attending concerts and sporting events. Bus Service Bus Service The T2 is the only connection to mass transit and two urban destinations (downtown Washington and Rockville) along a large traffic corridor in and out of the city- River Road. Eliminating bus service in that corridors as they preserve the network of alternative tevelicles, eliminating the progress that has been made toward providing alternatives to automobiles by the large investments in public transit over the last 50 years. Fare increases are far preferable to eliminating service on this and similar corridors as they preserve the network of alternative means of transport and utilization of the fixed route, even if fix route is cut, do not reduce Metro Access service areas, do not cut fixed route, even if fix route is cut, do not reduce Metro Access service area from current bevels try to address the issue through minimal fix rate fair, increases and more funding sources. Bus Service Do not cut service areas, do no	
you'll see increase in ridership. Right now it's not cost or time effective to pick rail over driving. Especially if going west to VA suburbs or trying to go into city from there. And it's not fair you're charging McLean and Tyson workers more when distance is same to NoMa just because a business district. It's not cheap. I pay for what I pay in gas once every month in a half in less than 4 days riding. Additionally if you cut late night there goes people attending concerts and sporting events. The T2 is the only connection to mass transit and two urban destinations (downtown Washington and Rockville) along a large traffic corridor in and out of the cityRiver Road. Eliminating bus service in that corridor would inevitably displace commuters from mass transit and force them into private vehicles, eliminating the progress that has been made toward providing alternatives to automobiles by the large investments in public transit over the last 50 years. Fare increases are far preferable to eliminating service on this and similar corridors as they preserve the network of alternative means of transport and utilization of the fixed resources and embodied carbon (rail) put in place as part of a sustainable strategy for the region while at the same time offering flexibility to address issues related to affordability for various income groups through various fare structure options Bus Service Do not cut service areas, do not cut fixed route, even if fix route is cut, do not reduce Metro Access service area from current bevels thy to address the issue through minimal fix rate fair, increases and more funding sources. As you know, fare increases are a regressive tax. Cutting service or closing stations is the start of a death spiral. Instead, municipalities should increase taxes on driving instead to meet climate goals. You know this, but good luck. I need good transit. Some of these routes are the only options in some neighborhoods. With business and federal Some of these routes are the only option	
Especially if going west to VA suburbs or trying to go into city from there. And it's not fair you're charging McLean and Tyson workers more when distance is same to NoMa just because a business district. It's not cheap. I pay for what I pay in gas once every month in a half in less than 4 days riding. Additionally if you cut late night there goes people attending concerts and sporting events. The T2 is the only connection to mass transit and two urban destinations (downtown Washington and Rockville) along a large traffic corridor in and out of the city- River Road. Eliminating bus service in that corridor would inevitably displace commuters from mass transit and force them into private vehicles, eliminating the progress that has been made toward providing alternatives to automobiles by the large investments in public transit over the last 50 years. Fare increases are far preferable to eliminating service on this and similar corridors as they preserve the network of alternative means of transport and utilization of the fixed resources and embodied carbon (rail) put in place as part of a sustainable strategy for the region while at the same time offering flexibility to address issues related to affordability for various income groups through various fare structure options Do not cut service areas, do not cut fixed route, even if fix route is cut, do not reduce Metro Access service area from current bevels try to address the issue through minimal fix rate fair, increases and more funding sources. As you know, fare increases are a regressive tax. Cutting service or closing stations is the start of a death spiral. Instead, municipalities should increase taxes on driving instead to meet climate gals. You know this, but good luck. I need good transit. Some of these routes are the only options in some neighborhoods. With business and federal	
charging McLean and Tyson workers more when distance is same to NoMa just because a business district. It's not cheap. I pay for what I pay ing as once every month in a half in less than 4 days riding. Additionally if you cut late night there goes people attending concerts and sporting events. The T2 is the only connection to mass transit and two urban destinations (downtown Washington and Rockville) along a large traffic corridor in and out of the city- River Road. Eliminating bus service in that corridor would inevitably displace commuters from mass transit and force them into private vehicles, eliminating the progress that has been made toward providing alternatives to automobiles by the large investments in public transit over the last 50 years. Fare increases are far preferable to eliminating service on this and similar corridors as they preserve the network of alternative means of transport and utilization of the fixed resources and embodied carbon (rail) put in place as part of a sustainable strategy for the region while at the same time offering flexibility to address issues related to affordability for various income groups through various fare structure options Do not cut service areas, do not cut fixed route, even if fix route is cut, do not reduce Metro Access service area from current bevels try to address the issue through minimal fix rate fair, increases and more funding sources. As you know, fare increases are a regressive tax. Cutting service or closing stations is the start of a death spiral. Instead, municipalities should increase taxes on driving instead to meet climate goals. You know this, but good luck. I need good transit. Some of these routes are the only options in some neighborhoods. With business and federal	
district. It's not cheap. I pay for what I pay in gas once every month in a half in less than 4 days riding. Additionally if you cut late night there goes people attending concerts and sporting events. The T2 is the only connection to mass transit and two urban destinations (downtow Washington and Rockville) along a large traffic corridor in and out of the cityRiver Road. Eliminating bus service in that corridor would inevitably displace commuters from mass transit and force them into private vehicles, eliminating the progress that has been made toward providing alternatives to automobiles by the large investments in public transit over the last 50 years. Fare increases are far preferable to eliminating service on this and similar corridors as they preserve the network of alternative means of transport and utilization of the fixed resources and embodied carbon (rail) put in place as part of a sustainable strategy for the region while at the same time offering flexibility to address issues related to affordability for various income groups through various fare structure options Bus Service Do not cut service areas, do not cut fixed route, even if fix route is cut, do not reduce Metro Access service area from current bevels try to address the issue through minimal fix rate fair, increases and more funding sources. As you know, fare increases are a regressive tax. Cutting service or closing stations is the start of a death spiral. Instead, municipalities should increase taxes on driving instead to meet climate goals. You know this, but good luck. I need good transit. Some of these routes are the only options in some neighborhoods. With business and federal Some of these routes are the only options in some neighborhoods. With business and federal	
Additionally if you cut late night there goes people attending concerts and sporting events. Bus Service The T2 is the only connection to mass transit and two urban destinations (downtown Washington and Rockville) along a large traffic corridor wild inevitably displace commuters from mass transit and force them into private vehicles, eliminating the progress that has been made toward providing alternatives to automobiles by the large investments in public transit over the last 50 years. Fare increases are far preferable to eliminating service on this and similar corridors as they preserve the network of alternative means of transport and utilization of the fixed resources and embodied carbon (rail) put in place as part of a sustainable strategy for the region while at the same time offering flexibility to address issues related to affordability for various income groups through various fare structure options Bus Service Do not cut service areas, do not cut fixed route, even if fix route is cut, do not reduce Metro Access service area from current bevels try to address the issue through minimal fix rate fair, increases and more funding sources. Bus Service As you know, fare increases are a regressive tax. Cutting service or closing stations is the start of a death spiral. Instead, municipalities should increase taxes on driving instead to meet climate goals. You know this, but good luck. I need good transit. Bus Service Some of these routes are the only options in some neighborhoods. With business and federal Fares/Fees/Parking	
The T2 is the only connection to mass transit and two urban destinations (downtown Washington and Rockville) along a large traffic corridor in and out of the city- River Road. Eliminating bus service in that corridor would inevitably displace commuters from mass transit and force them into private vehicles, eliminating the progress that has been made toward providing alternatives to automobiles by the large investments in public transit over the last 50 years. Fare increases are far preferable to eliminating service on this and similar corridors as they preserve the network of alternative means of transport and utilization of the fixed resources and embodied carbon (rail) put in place as part of a sustainable strategy for the region while at the same time offering flexibility to address issues related to affordability for various income groups through various fare structure options Do not cut service areas, do not cut fixed route, even if fix route is cut, do not reduce Metro Access service area from current bevels try to address the issue through minimal fix rate fair, increases and more funding sources. As you know, fare increases are a regressive tax. Cutting service or closing stations is the start of a death spiral. Instead, municipalities should increase taxes on driving instead to meet climate gals. You know this, but good luck. I need good transit. Some of these routes are the only options in some neighborhoods. With business and federal	
Rockville) along a large traffic corridor in and out of the city- River Road. Eliminating bus service in that corridor would inevitably displace commuters from mass transit and force them into private vehicles, eliminating the progress that has been made toward providing alternatives to automobiles by the large investments in public transit over the last 50 years. Fare increases are far preferable to eliminating service on this and similar corridors as they preserve the network of alternative means of transport and utilization of the fixed resources and embodied carbon (rail) put in place as part of a sustainable strategy for the region while at the same time offering flexibility to address issues related to affordability for various income groups through various fare structure options Bus Service Do not cut service areas, do not cut fixed route, even if fix route is cut, do not reduce Metro Access service area from current bevels try to address the issue through minimal fix rate fair, increases and model groups. Bus Service As you know, fare increases are a regressive tax. Cutting service or closing stations is the start of a death spiral. Instead, municipalities should increase taxes on driving instead to meet climate goals. You know this, but good luck. I need good transit. Fares/Fees/Parking Some of these routes are the only options in some neighborhoods. With business and federal Fares/Fees/Parking	
corridor would inevitably displace commuters from mass transit and force them into private vehicles, eliminating the progress that has been made toward providing alternatives to automobiles by the large investments in public transit over the last 50 years. Fare increases are far preferable to eliminating service on this and similar corridors as they preserve the network of alternative means of transport and utilization of the fixed resources and embodied carbon (rail) put in place as part of a sustainable strategy for the region while at the same time offering flexibility to address issues related to affordability for various income groups through various fare structure options Do not cut service areas, do not cut fixed route, even if fix route is cut, do not reduce Metro Access service area from current bevels try to address the issue through minimal fix rate fair, increases and more funding sources. As you know, fare increases are a regressive tax. Cutting service or closing stations is the start of a death spiral. Instead, municipalities should increase taxes on driving instead to meet climate goals. You know this, but good luck. I need good transit. Some of these routes are the only options in some neighborhoods. With business and federal	
eliminating the progress that has been made toward providing alternatives to automobiles by the large investments in public transit over the last 50 years. Fare increases are far preferable to eliminating service on this and similar corridors as they preserve the network of alternative means of transport and utilization of the fixed resources and embodied carbon (rail) put in place as part of a sustainable strategy for the region while at the same time offering flexibility to address issues related to affordability for various income groups through various fare structure options Do not cut service areas, do not cut fixed route, even if fix route is cut, do not reduce Metro Access service area from current bevels try to address the issue through minimal fix rate fair, increases and more funding sources. As you know, fare increases are a regressive tax. Cutting service or closing stations is the start of a death spiral. Instead, municipalities should increase taxes on driving instead to meet climate goals. You know this, but good luck. I need good transit. Some of these routes are the only options in some neighborhoods. With business and federal	
investments in public transit over the last 50 years. Fare increases are far preferable to eliminating service on this and similar corridors as they preserve the network of alternative means of transport and utilization of the fixed resources and embodied carbon (rail) put in place as part of a sustainable strategy for the region while at the same time offering flexibility to address issues related to affordability for various income groups through various fare structure options Bus Service Do not cut service areas, do not cut fixed route, even if fix route is cut, do not reduce Metro Access service area from current bevels try to address the issue through minimal fix rate fair, increases and more funding sources. Bus Service As you know, fare increases are a regressive tax. Cutting service or closing stations is the start of a death spiral. Instead, municipalities should increase taxes on driving instead to meet climate goals. You know this, but good luck. I need good transit. Some of these routes are the only options in some neighborhoods. With business and federal	
service on this and similar corridors as they preserve the network of alternative means of transport and utilization of the fixed resources and embodied carbon (rail) put in place as part of a sustainable strategy for the region while at the same time offering flexibility to address issues related to affordability for various income groups through various fare structure options Do not cut service areas, do not cut fixed route, even if fix route is cut, do not reduce Metro Access service area from current bevels ty to address the issue through minimal fix rate fair, increases and more funding sources. As you know, fare increases are a regressive tax. Cutting service or closing stations is the start of a death spiral. Instead, municipalities should increase taxes on driving instead to meet climate goals. You know this, but good luck. I need good transit. Some of these routes are the only options in some neighborhoods. With business and federal	
utilization of the fixed resources and embodied carbon (rail) put in place as part of a sustainable strategy for the region while at the same time offering flexibility to address issues related to affordability for various income groups through various fare structure options Do not cut service areas, do not cut fixed route, even if fix route is cut, do not reduce Metro Access service area from current bevels try to address the issue through minimal fix rate fair, increases and more funding sources. As you know, fare increases are a regressive tax. Cutting service or closing stations is the start of a death spiral. Instead, municipalities should increase taxes on driving instead to meet climate goals. You know this, but good luck. I need good transit. Some of these routes are the only options in some neighborhoods. With business and federal	
affordability for various income groups through various fare structure options Bus Service Do not cut service areas, do not cut fixed route, even if fix route is cut, do not reduce Metro Access service service area from current bevels try to address the issue through minimal fix rate fair, increases and more funding sources. Bus Service As you know, fare increases are a regressive tax. Cutting service or closing stations is the start of a death spiral. Instead, municipalities should increase taxes on driving instead to meet climate goals. You know this, but good luck. I need good transit. Fares/Fees/Parking Some of these routes are the only options in some neighborhoods. With business and federal Fares/Fees/Parking	
Do not cut service areas, do not cut fixed route, even if fix route is cut, do not reduce Metro Access service area from current bevels try to address the issue through minimal fix rate fair, increases and more funding sources. Bus Service As you know, fare increases are a regressive tax. Cutting service or closing stations is the start of a death spiral. Instead, municipalities should increase taxes on driving instead to meet climate goals. You know this, but good luck. I need good transit. Fares/Fees/Parking Some of these routes are the only options in some neighborhoods. With business and federal	
service area from current bevels try to address the issue through minimal fix rate fair, increases and more funding sources. Bus Service As you know, fare increases are a regressive tax. Cutting service or closing stations is the start of a death spiral. Instead, municipalities should increase taxes on driving instead to meet climate goals. You know this, but good luck. I need good transit. Fares/Fees/Parking Some of these routes are the only options in some neighborhoods. With business and federal	
more funding sources. Bus Service As you know, fare increases are a regressive tax. Cutting service or closing stations is the start of a death spiral. Instead, municipalities should increase taxes on driving instead to meet climate goals. You know this, but good luck. I need good transit. Fares/Fees/Parking Some of these routes are the only options in some neighborhoods. With business and federal Fares/Fees/Parking	
As you know, fare increases are a regressive tax. Cutting service or closing stations is the start of a death spiral. Instead, municipalities should increase taxes on driving instead to meet climate goals. You know this, but good luck. I need good transit. Some of these routes are the only options in some neighborhoods. With business and federal	
death spiral. Instead, municipalities should increase taxes on driving instead to meet climate goals. You know this, but good luck. I need good transit. Fares/Fees/Parking Some of these routes are the only options in some neighborhoods. With business and federal Fares/Fees/Parking	
know this, but good luck. I need good transit. Fares/Fees/Parking Some of these routes are the only options in some neighborhoods. With business and federal	
Some of these routes are the only options in some neighborhoods. With business and federal	
PLEASE do not cut the 52 it is so crowded as is Bus Service	
The weekend flat fare and weekday after 9:30pm flat fare of \$2 should be retained. Additionally, Metro	
should promote its monthly passes more so that people are paying more to Metro ensuring that fares	
are captured but also so the riders are getting better value. If headways are increased to 15-20 mins on	
the Green Line, then the Yellow Line to Greenbelt needs to be restored. The uptown Green Line	
stations like U Street/African American Civil War Memorial/Cardozo, Georgia Ave-Petworth, and	
Columbia Heights have experienced massive growth, and running six car trains every 20 minutes on the	
weekends will result in crush conditions without the Yellow Line. Fares/Fees/Parking	
I live in neighborhood that feels isolated, no close amenities. We are considered to have a walkability	
score of 11/100. I often see neighbors walking to use the Metrobus, including a young man with autism	
and a young woman with Down?s Syndrome. This is a direct service to them to provide independence. We also have more than the average community?s number of elderly that may not be able to drive	
themself. We have many people who come to the neighborhood to provide home health and other	
unemeen. We have many people who come to the neighborhood to provide nome nearth and outer services via the metrobus. Although I don't have a current need, I see and support the value in having	
Services via une merodous. Autologi i dont i nave a cument neco, i see and support die value in naving increased transportation access and know that one day, i will likely use it myself. Bus Service	
The previous question about how to address budget shortfalls did not include the most obvious option:	
force Maryland and Virgina to pay their fare share. Operating Budget, Management and Spending	
Don?t cut the 22A or the 22F - Fairlington needs reliable bus service for commuters to connect with	
Metrorail at the Pentagon Bus Service	
Please don't reduce service. 20-30 minute wait times would absolutely kill the metro. I love public	
transit, and even I would struggle to wait that long with any level of frequency. I would much rather	
pay twice as much than wait twice as long. Also bring the Yellow Line back to Columbia Heights please Bus Service	
We cannot stress enough how valuable this T2 MetroBus resource is for the Carderock Springs	
community, both owners, renters and employees. If the route is eliminated, it would mean that	
WMATA and the State of Maryland have taken away a tool that we use to recruit and retain top talent to provide hospitality to you each and every day. Bus Service	
to provide hospitality to you each and every day. Bus Service If these cuts are made it would automatically decrease a lot of metro riders use of the metro. Rail Service	
It these cuts are made it would automatically decrease a lot of metro riders use of the metro. Rall service It?s not feasible for everyone who takes the 22A and 22F to take the 7A if those routes are eliminated.	
At minimum, it's a 10 minute walk between the closes 12A/22F to pard much longer for the further	
As immunding it is a 10 minute waik between the closes 224/21 stop and much longer for the further stops.	
I wantvo say that I appreciate the high quality of service that the metro provides abd I appreciate all of	
the workers that make it possible! You set an example for the rest of the country! Thank you Rail Service	
I use Metro Access for different kinds of trips including going to work, to the doctor, and to the gym. I	
would rather that the Metro Access fairs would be increased as opposed to Metro Access service being	
cut. MetroAccess	
Fare rises are better than service cuts. Bus Service	
Metro shouldn't punish riders who always pay their fares for those who evade fairs and contribute to	
the budget shortfall. Raising prices on those who pay is not the right thing to do. Maybe you should let	
your station managers or guards actually do something about those who jump the turnstiles. Operating Budget, Management and Spending	
PLEASE KEEP THE T2 BUS ROUTE INTACT Bus Service	

Comment	Category
22A and 22F are the only bus lines near me. I take those buses to work, metro, and church. I do not have a car. If those bus lines are removed I will have to rely on cabs and ride share apps which will be	
incredibly burdensome. The 22A and 22F serves the Fairlington community, many of which rely on the	
buses to take them around the area or work (large pentagon employee community).	Bus Service
Please don't eliminate buses, NOT everybody likes metrorail	Bus Service
I take the M4 every single day and to not have it would drastically change my life. I even wish we had it	
on weekends. Same goes with the L2 and any shortening of that route. I depend on that bus, as do many others who don?t live off the red line.	Bus Service
Please keep the following routes openR12, F1, F8, C2. Also, keep the following stations open All	
stations leading up to Gallery Place Chinatown from the Green/Yellow line, as well as keep Cheverly	
open.	Bus Service
The news reported that METRO is losing millions annually because of individuals not paying for bus rides. Simply expand the system to require payment from everyone. Why should honest individuals	
receive inferior service because of the actions of dishonest ones?	Bus Service
The T2 is a much needed route to service areas where many service people need to get to work-	Bus Service
Where is the plans to reduce staffing and any bonus structures in place for leadership? Is it possible to	
know what internal financial changes were made before taking these drastic measures.	Operating Budget, Management and Spending
Our Public Transit System Is Essential To Our Communities And To Our Economy !! Adequately Publicly Fund Our Public Transit System In The DC Metro Area !! Instead of implementing service cuts and	
instead of implementing price increases, Allocate More Federal/State/Local Government Revenues To	
Fund Improved Public Transit !!	Bus Service
Service cuts will result in a transit death spiral and kill the system, and subsequently the city.	Bus Service
Our neighborhood is far from any services or grocery. There are no sidewalks. We rely on the bus to get food.	Bus Service
I really believe that Metro should consider not cutting these resources for riders who primarily if not	Bus service
some move to locations because of the accessibility to move through out the DMV. If the buses are cut,	
rail turns back around and doesn't show up, or paratransit is not available that takes away the	
livelihood of my family member going to and from work. That is a problem.	Bus Service
I think Metro should consider cutting executives' salaries since all these cuts and fare increases affect hardworking people who also work nights and weekends.	Fares/Fees/Parking
Please retain the existing bus network, it's really critical to keeping the city connected. I'll give you an	
example - my parents are refugees from Ukraine, they don't drive or speak English, and have depended	
on the D6 bus to connect them to the farthest parts of the city where Metro is not an option. Their	
mobility would be hugely affected without this service. Lots of people in DC, including myself, can	
afford pay more for public transit. So long as we keep safety nets or subsidies in place for the poorer commuters, hopefully we can find a balance without losing existing services.	Bus Service
Please consider the elderly who live on fixed incomes and depend on busses to get to grocery stores	
and medical appointments during the week and have to wait to make a connection to get where they	
are going and are afraid of travel at night.	Bus Service
I am a power wheelchair user who needs Metrobus and Metrorail to be available to me whenever I wish to travel. I use MetroAccess as a backup plan. I need bus service to be available when Metrorail	
elevators are out of service. Just because I frequent certain service areas right now does not mean that	
I won?t go new places served by WMATA services in the near future. Service cuts especially earlier	
closing times for Metrorail and Metrobus absolutely make me want to cry!!! I work full-time and	
primarily want to go to out to theaters and restaurants with friends outside of work time. Lots of	
theatrical events don?t end much before 11 pm. I also have to allow extra time in the event of Metrorail problems including elevator outages.I won?t be able to do anything but go to work if these	
service cuts are implemented. I can?t drive and I don?t think that there are many wheelchair accessible	
taxi or ride-sharing services available to me. I will become a shut-in significantly disabled person	
without good and reliable access to transportation. None of my family or friends own a wheelchair	Bus Service
Please do not eliminate the buses, many people who cannot afford cars and need them for doctor appointments as well as work and for groceries rely on the bus. The most underserved populations rely	
on buses and are a lifeline in their communities. It is preferable to increase fares than eliminate services	
or routes of reducing hours	Bus Service
Are there not budget savings you could make by having better contracting procedures and controls?	
Plus, why do riders of Metro Access pay less than people who take rail or bus? Should they not pay their cost or if subsidized, only subsidized to the same fares as rail?	Operating Budget, Management and Spending
Please do not cut service.	Service Levels
M4 bus addresses critical transportation needs for our Deal and Jackson Reed student population.	
Removing that route would increase cars on the roads taking kids to school causing more	
traffic/congestion on the roads. And without other transportation options parents would have to figure out how to get kids to school.	
Get your operating expenses under control. Metro can?t be everything to everyone, so do what you do	Bus Service
best for the greatest amount of riders and stop expecting the local taxpayers to bail you out when you	
try to do everything.	Rail Service
Please beg for more money for the government?s so that these cuts don?t need to happen!!!	Miscellaneous
many people use metroaccess to get to and from work, as I have done for years and addition, it?s often the only medical transportation available on a non-emergency basis. Do you think you?re saving money	
by cutting the service but the overall situation will cause a reduction in taxes when people with	
disabilities, can?t get to work and can?t pay taxes because they lose their jobs. that he would cut the	
service is unconscionable especially since you already cut the service a few years ago because of a	
MetraRail accident that had nothing to do with metroaccess. Stop making metroaccess pay for cuts and other services. Anything else is discriminatory to people with disabilities.	MetroAccess
No turnbacks! People paying the most for fares will get less service.	Fares/Fees/Parking
Please do not cut late night service. I have been in unsafe positions from being stuck at someone else?s	
home because the metro stopped running at night.	Bus Service
In my mind, since all of the jurisdictions and the feds won't pay their fair share, I think Metro ought to	
go up a considerable amount, or an amount commensurate with other transit systems on the east coast, and ensure riders that there won't be another fare increase for at least two years, and that the	
transfer time between buses be returned to 2 hours if not increased to 3 hours.	Bus Service
If you remove T2 line, I won't be able to go to my work. I'm making my wages by using this line. Take it	
away and I have to look for new job and it's not fair! I love where I work and I need to take care of my	One section Durlet's Management and Cronding
family by working there. If you cancel some of these routes, you?ll have to provide school buses for DC school children.	Operating Budget, Management and Spending
Cancelling them would eliminate transportation options for kids.	Bus Service
Cancening them would emminate transportation options for kids.	
Please don't get rid of the 96 or N2/N4 weekend service! I use those a lot.	Bus Service

Comment	Category
An efficient, reliable, safe and affordable public transit system is an essential service for any self	
respecting city. More so for a city that if viewed by many, when convenient, as 'the capital of the free world'. However from all the cities that I visited, many in less affluent countries, none has a bus system	
as dysfunctional as in Washington DC. I'm excluding of course the very professional and pleasant	
women and men that drive the few busses that are still in circulation. Basically I put all this buss service	
reduction debacle on the leadership of the transit system and the elected officials that are supposed to	
have some level of intertest and oversight.	Bus Service
The T2 bus (Maryland) between Rockville and Friendship Heights is necessary especially to the service	
employees and workers in the Kenwood Station Shopping Center and the newly opened Westbard	
Square (Giant) building. In the next two years at Westbard Square there will be a 6 story mixed use	
rental apartment building and 75 townhouses. Another 27 townhouses and a 6 story Kensington Senior Living Center will be completed within a block of the T2 stop at River Road and Brookside. Montgomery	
County is also in the process of talks to develop River Road from the Beltway to the DC line. T2 is and	
will be an important way for people to get to work, sometimes the only way.	Bus Service
Please keep it open at nights. It?s by far the safest way to travel at night	Fare Evasion/Safety/Crime
Please don?t shut down stations. As is, there are locations within D.C. that are extremely metro	
inaccessible, and closing stations would only make the situation worse. It also seems like an incredible	
waste to have functioning stations sit idle.	Rail Service
I ride metro rail almost exclusively instead of metro buses because I find metro rail to be more consistent and I believe metro rail to be more environmentally conscious. I believe that most	
individuals prefer metro rail over bus. I believe it would be extremely detrimental to ridership to reduce	
rail service. Consistent service is critical to metro rail ridership. Additionally, I believe metro rail should	
take additional steps to improve fare enforcement as I often see individuals avoid payment by forcing	
their way through turnstiles. Ensuring fare enforcement may bridge some of the budget shortfall. That	
said, I would be willing to pay more per ride to ensure consistent rail service.	Operating Budget, Management and Spending
Jurisdictions must step up to provide sufficient funding for Metro to be able to provide service needed	
by residents who do not have/cannot afford other options. Metro is a critical transportation option in this area. Its services have major impacts on traffic	Capital Budget
congestion and the business hubs.	Bus Service
The previous screen of the survey was inaccessible to screen reading access technology. I do not believe	
I correctly gave an answer to the question. I would be disappointed to see service cuts to the system.	
Also, I would like to see changes in the train stations themselves having verbal announcements of when	
trains arrive. As someone who is blind, it is extremely difficult to be able to tell where to get the train	
and what train is arriving at what time. This information is visually shown on the signboards. It should	
be provided audibly to those who cannot see the information. Because the train station do not have	
this available, I do not ride the train as much as I would if the information were provided. I should not have to use my phone to get the information. The information should be provided in the environment.	
Also, taking out my phone in the train station may not be a safe thing to do at certain times. I would	
also like to see improvements of stop announcements when I am on the train. It is often very hard to	
hear that information and I also don't ride the train as much as I would now if that information were	
clearly communicated. It is stressful not to be completely sure when my stop is coming along my	
journey and wonder if I will be able to know when it is time to get off. I really would like to take the	
train more than I do now, but currently, I do not feel that I can do so safely.	Service Levels
Keep the M4 Keep the M4! It is critical for students at DCPS!	Bus Service Bus Service
We need to increase funding for Metro	Capital Budget
First get everyone to pay. Many people just jump over the fare gets. Get enforcement. Also streamline	
positions. There is a lot of redundancy by many workers. People getting there when they want, others	
positions. There is a lot of redundancy by many workers. People getting there when they want, others covering for each other?	Fares/Fees/Parking
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations	Fares/Fees/Parking Capital Budget
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or	
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33	
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I	
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have	
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I	
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red	Capital Budget
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red Line in under an hour.	Capital Budget
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red Line in under an hour. Our children rely on the M4 bus every single day. Since DCPS provides no school busing and we are not able to drive them, and the Metrorail is not close by, they would be left with no options other than a 1 hour walk each way to and from school, which would negatively impact their education.	Capital Budget
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red Line in under an hour. Our children rely on the M4 bus every single day. Since DCPS provides no school busing and we are not able to drive them, and the Metrorail is not close by, they would be left with no options other than a 1 hour walk each way to and from school, which would negatively impact their education. Fare increases in the absence of fare evasion enforcement is unacceptable	Capital Budget
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red Line in under an hour. Our children rely on the M4 bus every single day. Since DCPS provides no school busing and we are not able to drive them, and the Metrorail is not close by, they would be left with no options other than a 1 hour walk each way to and from school, which would negatively impact their education. Fare increases in the absence of fare evasion enforcement is unacceptable Later weekend hours is HUGE. People generally leave on weekends around 2:30 and 1:00 closing is not	Capital Budget Bus Service Bus Service Fare Evasion/Safety/Crime
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red Line in under an hour. Our children rely on the M4 bus every single day. Since DCPS provides no school busing and we are not able to drive them, and the Metrorail is not close by, they would be left with no options other than a 1 hour walk each way to and from school, which would negatively impact their education. Fare increases in the absence of fare evasion enforcement is unacceptable Later weekend hours is HUGE. People generally leave on weekends around 2:30 and 1:00 closing is not good	Capital Budget Bus Service Fare Evasion/Safety/Crime Bus Service
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red Line in under an hour. Our children rely on the M4 bus every single day. Since DCPS provides no school busing and we are not able to drive them, and the Metrorail is not close by, they would be left with no options other than a 1 hour walk each way to and from school, which would negatively impact their education. Fare increases in the absence of fare evasion enforcement is unacceptable Later weekend hours is HUGE. People generally leave on weekends around 2:30 and 1:00 closing is not	Capital Budget Bus Service Bus Service Fare Evasion/Safety/Crime
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red Line in under an hour. Our children rely on the M4 bus every single day. Since DCPS provides no school busing and we are not able to drive them, and the Metrorail is not close by, they would be left with no options other than a 1 hour walk each way to and from school, which would negatively impact their education. Fare increases in the absence of fare evasion enforcement is unacceptable Later weekend hours is HUGE. People generally leave on weekends around 2:30 and 1:00 closing is not good	Capital Budget Bus Service Fare Evasion/Safety/Crime Bus Service
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red Line in under an hour. Our children rely on the M4 bus every single day. Since DCPS provides no school busing and we are not able to drive them, and the Metrorail is not close by, they would be left with no options other than a 1 hour walk each way to and from school, which would negatively impact their education. Fare increases in the absence of fare evasion enforcement is unacceptable Later weekend hours is HUGE. People generally leave on weekends around 2:30 and 1:00 closing is not good Please ensure that families are aware of programs if they cannot afford metro fares. If we decrease the amount of service by cutting lines and increasing wait times we will only further	Capital Budget Bus Service Fare Evasion/Safety/Crime Bus Service
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red Line in under an hour. Our children rely on the M4 bus every single day. Since DCPS provides no school busing and we are not able to drive them, and the Metrorail is not close by, they would be left with no options other than a 1 hour walk each way to and from school, which would negatively impact their education. Fare increases in the absence of fare evasion enforcement is unacceptable Later weekend hours is HUGE. People generally leave on weekends around 2:30 and 1:00 closing is not good Please ensure that families are aware of programs if they cannot afford metro fares. If we decrease the amount of service by cutting lines and increasing wait times we will only further decrease the use of public transit which is bad for traffic, the environment, and our communities. We need a robust public transit system! Middle school and high school kids take the M4 bus to and from school. This bus is a necessity for	Capital Budget Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Fares/Fees/Parking Fares/Fees/Parking
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red Line in under an hour. Our children rely on the M4 bus every single day. Since DCPS provides no school busing and we are not able to drive them, and the Metrorail is not close by, they would be left with no options other than a 1 hour walk each way to and from school, which would negatively impact their education. Fare increases in the absence of fare evasion enforcement is unacceptable Later weekend hours is HUGE. People generally leave on weekends around 2:30 and 1:00 closing is not good Please ensure that families are aware of programs if they cannot afford metro fares. If we decrease the amount of service by cutting lines and increasing wait times we will only further decrease the use of public transit which is bad for traffic, the environment, and our communities. We need a robust public transit system! Middle school and high school kids take the M4 bus to and from school. This bus is a necessity for Closing stations should be the last possible option. It will decrease ridership further and have a	Capital Budget Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Fares/Fares/Parking Bus Service Bus Service Bus Service Bus Service Bus Service
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations. Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red Line in under an hour. Our children rely on the M4 bus every single day. Since DCPS provides no school busing and we are not able to drive them, and the Metrorail is not close by, they would be left with no options other than a 1 hour walk each way to and from school, which would negatively impact their education. Fare increases in the absence of fare evasion enforcement is unacceptable Later weekend hours is HUGE. People generally leave on weekends around 2:30 and 1:00 closing is not good Please ensure that families are aware of programs if they cannot afford metro fares. If we decrease the use of public transit which is bad for traffic, the environment, and our communities. We need a robust public transit system! Middle school and high school kids take the M4 bus to and from school. This bus is a necessity for Closing stations should be the last possible option. It will decrease ridership further and have a detrimental effect on whole neighborhoods.	Capital Budget Bus Service Bases/Fees/Parking Bus Service
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations. Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red Line in under an hour. Our children rely on the M4 bus every single day. Since DCPS provides no school busing and we are not able to drive them, and the Metrorail is not close by, they would be left with no options other than a 1 hour walk each way to and from school, which would negatively impact their education. Fare increases in the absence of fare evasion enforcement is unacceptable Later weekend hours is HUGE. People generally leave on weekends around 2:30 and 1:00 closing is not good Please ensure that families are aware of programs if they cannot afford metro fares. If we decrease the amount of service by cutting lines and increasing wait times we will only further decrease the use of public transit which is bad for traffic, the environment, and our communities. We need a robust public transit system! Middle school and high school kids take the M4 bus to and from school. This bus is a necessity for Closing stations should be the last possible option. It will decrease ridership further and have a detrimental effect on whole neighborhoods. Frequent and reliable service is the key to maintaining ridership. Bus service should not be cut more	Capital Budget Bus Service Bus
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red Line in under an hour. Our children rely on the M4 bus every single day. Since DCPS provides no school busing and we are not able to drive them, and the Metrorail is not close by, they would be left with no options other than a 1 hour walk each way to and from school, which would negatively impact their education. Fare increases in the absence of fare evasion enforcement is unacceptable Later weekend hours is HUGE. People generally leave on weekends around 2:30 and 1:00 closing is not good Please ensure that families are aware of programs if they cannot afford metro fares. If we decrease the amount of service by cutting lines and increasing wait times we will only further decrease the use of public transit which is bad for traffic, the environment, and our communities. We need a robust public transit system! Middle school and high school kids take the M4 bus to and from school. This bus is a necessity for Closing stations should be the last possible option. It will decrease ridership further and have a detrimental effect on whole neighborhoods. Frequent and reliable service is the key to maintaining ridership. Bus service should not be cut more than rail service.	Capital Budget Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Fares/Fares/Parking Bus Service Bus Service Bus Service Bus Service Bus Service
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations. Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red Line in under an hour. Our children rely on the M4 bus every single day. Since DCPS provides no school busing and we are not able to drive them, and the Metrorail is not close by, they would be left with no options other than a 1 hour walk each way to and from school, which would negatively impact their education. Fare increases in the absence of fare evasion enforcement is unacceptable Later weekend hours is HUGE. People generally leave on weekends around 2:30 and 1:00 closing is not good Please ensure that families are aware of programs if they cannot afford metro fares. If we decrease the amount of service by cutting lines and increasing wait times we will only further decrease the use of public transit which is bad for traffic, the environment, and our communities. We need a robust public transit system! Middle school and high school kids take the M4 bus to and from school. This bus is a necessity for Closing stations should be the last possible option. It will decrease ridership further and have a detrimental effect on whole neighborhoods. Frequent and reliable service is the key to maintaining ridership. Bus service should not be cut more	Capital Budget Bus Service Bus
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red Line in under an hour. Our children rely on the M4 bus every single day. Since DCPS provides no school busing and we are not able to drive them, and the Metrorail is not close by, they would be left with no options other than a 1 hour walk each way to and from school, which would negatively impact their education. Fare increases in the absence of fare evasion enforcement is unacceptable Later weekend hours is HUGE. People generally leave on weekends around 2:30 and 1:00 closing is not good Please ensure that families are aware of programs if they cannot afford metro fares. If we decrease the amount of service by cutting lines and increasing wait times we will only further decrease the use of public transit which is bad for traffic, the environment, and our communities. We need a robust public transit system! Middle school and high school kids take the M4 bus to and from school. This bus is a necessity for Closing stations should be the last possible option. It will decrease ridership further and have a detrimental effect on whole neighborhoods. Frequent and reliable service is the key to maintaining ridership. Bus service should not be cut more than rail service. Most strongly against cutting metro service to end before midnight. If anything I am surprised it ends as	Capital Budget Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red line in under an hour. Our children rely on the M4 bus every single day. Since DCPS provides no school busing and we are not able to drive them, and the Metrorail is not close by, they would be left with no options other than a 1 hour walk each way to and from school, which would negatively impact their education. Fare increases in the absence of fare evasion enforcement is unacceptable Later weekend hours is HUGE. People generally leave on weekends around 2:30 and 1:00 closing is not good Please ensure that families are aware of programs if they cannot afford metro fares. If we decrease the amount of service by cutting lines and increasing wait times we will only further decrease the use of public transit which is bad for traffic, the environment, and our communities. We need a robust public transit system! Middle school and high school kids take the M4 bus to and from school. This bus is a necessity for Closing stations should be the last possible option. It will decrease ridership further and have a detrimental effect on whole neighborhoods. Frequent and reliable service is the key to maintaining ridership. Bus service should not be cut more than rail service. Most strongly against cutting metro service to end before midnight. If anything I am surprised it ends as early as it does. I rely on the ability to take the metro up until 12AM weekly Either option of decre	Capital Budget Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations. Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red Line in under an hour. Our children rely on the M4 bus every single day. Since DCPS provides no school busing and we are not able to drive them, and the Metrorail is not close by, they would be left with no options other than a 1 hour walk each way to and from school, which would negatively impact their education. Fare increases in the absence of fare evasion enforcement is unacceptable Later weekend hours is HUGE. People generally leave on weekends around 2:30 and 1:00 closing is not good Please ensure that families are aware of programs if they cannot afford metro fares. If we decrease the use of public transit which is bad for traffic, the environment, and our communities. We need a robust public transit system! Middle school and high school kids take the M4 bus to and from school. This bus is a necessity for Closing stations should be the last possible option. It will decrease ridership further and have a detrimental effect on whole neighborhoods. Frequent and reliable service is the key to maintaining ridership. Bus service should not be cut more than rail service. Most strongly against cutting metro service to end before midnight. If anything I am surprised it ends as early as it does. I rely on the ability to take the metro up until 12AM weekly Either option of decreasing service frequency and increasing metro fares will result in less ridership and less mone	Capital Budget Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red Line in under an hour. Our children rely on the M4 bus every single day. Since DCPS provides no school busing and we are not able to drive them, and the Metrorail is not close by, they would be left with no options other than a 1 hour walk each way to and from school, which would negatively impact their education. Fare increases in the absence of fare evasion enforcement is unacceptable Later weekend hours is HUGE. People generally leave on weekends around 2:30 and 1:00 closing is not good Please ensure that families are aware of programs if they cannot afford metro fares. If we decrease the amount of service by cutting lines and increasing wait times we will only further decrease the use of public transit which is bad for traffic, the environment, and our communities. We need a robust public transit system! Middle school and high school kids take the M4 bus to and from school. This bus is a necessity for Closing stations should be the last possible option. It will decrease ridership further and have a detrimental effect on whole neighborhoods. Frequent and reliable service is the key to maintaining ridership. Bus service should not be cut more than rail service. Most strongly against cutting metro service to end before midnight. If anything I am surprised it ends as early as it does. I rely on the ability to take the metro up until 12AM weekly Either option of decre	Capital Budget Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red Line in under an hour. Our children rely on the M4 bus every single day. Since DCPS provides no school busing and we are not able to drive them, and the Metrorail is not close by, they would be left with no options other than a 1 hour walk each way to and from school, which would negatively impact their education. Fare increases in the absence of fare evasion enforcement is unacceptable Later weekend hours is HUGE. People generally leave on weekends around 2:30 and 1:00 closing is not good Please ensure that families are aware of programs if they cannot afford metro fares. If we decrease the amount of service by cutting lines and increasing wait times we will only further decrease the use of public transit which is bad for traffic, the environment, and our communities. We need a robust public transit system! Middle school and high school kids take the M4 bus to and from school. This bus is a necessity for Closing stations should be the last possible option. It will decrease ridership further and have a detrimental effect on whole neighborhoods. Frequent and reliable service is the key to maintaining ridership. Bus service should not be cut more than rail service. Most strongly against cutting metro service to end before midnight. If anything I am surprised it ends as early as it does. I rely on the ability to take the metro up until 12AM weekly Either option of decre	Capital Budget Bus Service Rail Service Rail Service Rail Service
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red Line in under an hour. Our children rely on the M4 bus every single day. Since DCPS provides no school busing and we are not able to drive them, and the Metrorail is not close by, they would be left with no options other than a 1 hour walk each way to and from school, which would negatively impact their education. Fare increases in the absence of fare evasion enforcement is unacceptable Later weekend hours is HUGE. People generally leave on weekends around 2:30 and 1:00 closing is not good Please ensure that families are aware of programs if they cannot afford metro fares. If we decrease the amount of service by cutting lines and increasing wait times we will only further decrease the use of public transit which is bad for traffic, the environment, and our communities. We need a robust public transit system! Middle school and high school kids take the M4 bus to and from school. This bus is a necessity for Closing stations should be the last possible option. It will decrease ridership further and have a detrimental effect on whole neighborhoods. Frequent and reliable service is the key to maintaining ridership. Bus service should not be cut more than rail service. Most strongly against cutting metro service to end before midnight. If anything I am surprised it ends as early as it does. I rely on the ability to take the metro up until 12AM weekly Either option of decre	Capital Budget Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red Line in under an hour. Our children rely on the M4 bus every single day. Since DCPS provides no school busing and we are not able to drive them, and the Metrorail is not close by, they would be left with no options other than a 1 hour walk each way to and from school, which would negatively impact their education. Fare increases in the absence of fare evasion enforcement is unacceptable Later weekend hours is HUGE. People generally leave on weekends around 2:30 and 1:00 closing is not good Please ensure that families are aware of programs if they cannot afford metro fares. If we decrease the amount of service by cutting lines and increasing wait times we will only further decrease the use of public transit which is bad for traffic, the environment, and our communities. We need a robust public transit system! Middle school and high school kids take the M4 bus to and from school. This bus is a necessity for Closing stations should be the last possible option. It will decrease ridership further and have a detrimental effect on whole neighborhoods. Frequent and reliable service is the key to maintaining ridership. Bus service should not be cut more than rail service. Most strongly against cutting metro service to end before midnight. If anything I am surprised it ends as early as it does. I rely on the ability to take the metro up until 12AM weekly Either option of decre	Capital Budget Bus Service Rail Service Rail Service Rail Service
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red Line in under an hour. Our children rely on the M4 bus every single day. Since DCPS provides no school busing and we are not able to drive them, and the Metrorail is not close by, they would be left with no options other than a 1 hour walk each way to and from school, which would negatively impact their education. Fare increases in the absence of fare evasion enforcement is unacceptable Later weekend hours is HUGE. People generally leave on weekends around 2:30 and 1:00 closing is not good Please ensure that families are aware of programs if they cannot afford metro fares. If we decrease the away to jublic transit which is bad for traffic, the environment, and our communities. We need a robust public transit system! Middle school and high school kids take the M4 bus to and from school. This bus is a necessity for Closing stations should be the last possible option. It will decrease ridership further and have a detrimental effect on whole neighborhoods. Frequent and reliable service is the key to maintaining ridership. Bus service should not be cut more than rail service. Most strongly against cutting metro service to end before midnight. If anything I am surprised it ends as early as it does. I rely on the ability to take the metro up until 12AM weekly Either option of decreasing service frequency and increasing metro fares will result in less ridership and less mone	Capital Budget Bus Service Rail Service Rail Service Rail Service
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations. Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red Line in under an hour. Our children rely on the M4 bus every single day. Since DCPS provides no school busing and we are not able to drive them, and the Metrorail is not close by, they would be left with no options other than a 1 hour walk each way to and from school, which would negatively impact their education. Fare increases in the absence of fare evasion enforcement is unacceptable Later weekend hours is HUGE. People generally leave on weekends around 2:30 and 1:00 closing is not good Please ensure that families are aware of programs if they cannot afford metro fares. If we decrease the use of public transit which is bad for traffic, the environment, and our communities. We need a robust public transit system! Middle school and high school kids take the M4 bus to and from school. This bus is a necessity for Closing stations should be the last possible option. It will decrease ridership further and have a detrimental effect on whole neighborhoods. Frequent and reliable service is the key to maintaining ridership. Bus service should not be cut more than rail service. Mods strongly against cutting metro service to end before midnight. If anything I am surprised it ends as early as it does. I rely on the ability to take the metro up until 12AM weekly Either option of decreasing service frequency and increasing metro fares will result in less ridership and less mone	Capital Budget Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Fare Evasion/Safety/Crime
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red Line in under an hour. Our children rely on the M4 bus every single day. Since DCPS provides no school busing and we are not able to drive them, and the Metrorail is not close by, they would be left with no options other than a 1 hour walk each way to and from school, which would negatively impact their education. Fare increases in the absence of fare evasion enforcement is unacceptable Later weekend hours is HUGE. People generally leave on weekends around 2:30 and 1:00 closing is not good Please ensure that families are aware of programs if they cannot afford metro fares. If we decrease the amount of service by cutting lines and increasing wait times we will only further decrease the use of public transit which is bad for traffic, the environment, and our communities. We need a robust public transit system! Middle school and high school kids take the M4 bus to and from school. This bus is a necessity for Closing stations should be the last possible option. It will decrease ridership further and have a detrimental effect on whole neighborhoods. Frequent and reliable service is the key to maintaining ridership. Bus service should not be cut more than rail service. Most strongly against cutting metro service to end before midnight. If anything I am surprised it ends as early as it does. I rely on the ability to take the metro up until 12AM weekly Either option of decre	Capital Budget Bus Service Fare Evasion/Safety/Crime Bus Service Fare Evasion/Safety/Crime Bus Service
covering for each other? We need a funding stream that doesn?t force these choices on the city?s most vulnerable populations. Metro?s proposals cut all service to Glover Park. I don?t understand what we?re supposed to do or how we?re supposed to get to work if Metro cancels the D2 line and reduces service on the 31 and 33 buses. Bus service on these lines is already so slow and infrequent that it is difficult to commute on. I guess I would have to move or start driving to work? Taking away the D2 would also mean I would have to walk 25 minutes to reach the closest bus, and would have no way to get to DuPont circle or the Red Line in under an hour. Our children rely on the M4 bus every single day. Since DCPS provides no school busing and we are not able to drive them, and the Metrorail is not close by, they would be left with no options other than a 1 hour walk each way to and from school, which would negatively impact their education. Fare increases in the absence of fare evasion enforcement is unacceptable Later weekend hours is HUGE. People generally leave on weekends around 2:30 and 1:00 closing is not good Please ensure that families are aware of programs if they cannot afford metro fares. If we decrease the use of public transit which is bad for traffic, the environment, and our communities. We need a robust public transit system! Middle school and high school kids take the M4 bus to and from school. This bus is a necessity for Closing stations should be the last possible option. It will decrease ridership further and have a detrimental effect on whole neighborhoods. Frequent and reliable service is the key to maintaining ridership. Bus service should not be cut more than rail service. Most strongly against cutting metro service to end before midnight. If anything I am surprised it ends as early as it does. I rely on the ability to take the metro up until 12AM weekly Either option of decreasing service frequency and increasing metro fares will result in less ridership and less mone	Capital Budget Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Fare Evasion/Safety/Crime

Comment	Category
WMATA needs a complete overhaul of management & the board. Metro was a hot mess before the	
pandemic. Covid simply exposed how much of a mess. There are many very safe, efficient, well-run	
public transportation systems in other parts of the world. What are they doing right? Perhaps hire the	
people that are running those systems? Something, other than pr spin, has to change for WMATA to	
remain relevant. Otherwise, people will continue to choose to drive vs using Metro. When taking	
metro, rail or bus, takes 2-3 times longer than driving people will choose to drive. It?s simple	
economics?time is money.	Bus Service
Do not cut operating stations, increase fare or reduce trains/frequency but keep all stations	Bus Service
I?m disagree with proposals. This will effect people who work or visit family overnight. The increase	
may also affect people who income in low and can?t afford the increase. I understand the need for the	A Provide and a second s
changes however I look at the peoples needs more. The proposed service cuts will harm many groups that already face barriers, including people with	Miscellaneous
disabilities. The social costs of these cutsthrough such channels as higher unemployment, reduced	
income, increased isolation, and worse health accesswill almost certainly outweigh any budgetary	
savings. These social costs will also spillover into many other areas of community life and reduce the	
qualify of life for everyone in the DMV area.	Operating Budget Management and Sponding
Public transportation, even marginal routes, is important to help under served communities	Operating Budget, Management and Spending
transportation, even marginar ouces, is important to help under served communities transportation needs and to reduce environmental impact of gas-powered car use. Also, what kind of	
world leader are we, if we can't keep a decent public transportation system going in the DMV area that	
has frequent and convenient service and that is safe and clean!	Rus Service
If the reason for increasing fares stem behind individuals not paying for metro, increase police presence	Bus Service
and blockades at metro stops. We need a strong system to ensure we reach our destinations on time	
for those who always use public transportation, like me.	Fares/Fees/Parking
I think increasing the base fare is fair - and in line with other cities. What I most object to is raising the	
maximum fare to such a high rate: \$7.50 is ridiculous. The difference between base and maximum fares	
are too wide/great. In addition, fares shouldn't be based only on distance. NYC has a flat fee for all	
fares, regardless of distance. It's not fair that the base fare (\$5.50 round trip) is so drastically different	
from the maximum round trip of \$15. \$15?!! It's ridiculous to have a subway that's priced more like	
Amtrak or a commuter rail than a city train.	Fares/Fees/Parking
Low vision client??	Miscellaneous
The fares need to seriously be in consideration of being reduced not increased!! Bring back the old fare	
prices if not lower but certainly not an increase in fare prices! As they are far too high for those on low	
income or low class. Most of us are already struggling to pay rent, afford utility bills and groceries let	
alone metro fare. It cost \$300-\$400 a month on bus/metro rails getting back and forth to work daily!	
Not including doctor appointments etc. That?s the monthly price for some cars and insurances! I	
should get a car at that point but can?t! That leaves most of us literally living paycheck to paycheck as	
we have nothing left nothing in checking or savings. The rich get rich and the poor stay poor! Virginias	
minimum wage of \$12 vs the cost of living? The minimum wage before was \$7.20!! Most make 20-30k	
and plenty of people who make less than that (5k -15k), and average income needed to live in VA	
45k,65k, or more. DC/MD you need to make 35k-50k a bit more flexible but still most can barely afford	
to live let alone paying \$300-\$400 for metro fares. I?ve moved 6 times since 2020 as it?s hard to afford	
living paycheck to paycheck! The new gates will not stop people from fare invasion as the fare is simply	
too high for us to afford. Lower fares seems like a better solution not fare increases and new gates !! As	
for service changes I can agree you can reduce service as having the Fairfax connector for most routes	
run from 5 or 6 am well until 12 am or 4 am is quite much as they don?t get the time they would like to	
rest and or spend time with their families, the Fairfax connector should stop running same time as the	
Rex bus or other metro bus routes, 12am at the lastest and they should get holidays off if requested	
without penalty or anything. Service should certainly be reduced on holidays so they can spend time	
with their families. The Fairfax connector buses could use an update or upgrade to seating	
arrangements and personally seating on all buses should be replaced every few years as they collect a	
lot of germs and dirt and dust and the pretty patterns don?t hide them all. I have a video of my friend	
hitting a seat with her foot and you can see dust, dirt and debris just lift off like smoke and that?s very	
disgusting! I see people put down news paper or plastic bags before sitting down as you don?t know	
what you can carry home. Security measures should be put in place for Fairfax connectors as the buses	
get pretty dirty especially the 171 on Richmond hwy and people disrespect the drivers simply doing	Bus Service
Stop wasting money on saloon door fare gates. Those millions of dollars could have been much better	
spent. People who want to avoid fares will find a way - money from fares is a small part of WMTA?s	
budget anyway. Focus on creating more frequent and reliable services to attract ridership. Service cuts	
now, when ridership is increasing, is a bad idea. Also stop paying cops to patrol the Metro. They don?t	
do anything useful.	Operating Budget, Management and Spending
As a DMV native I have been using the Metro since I was able to recognize I was on a train or a bus (2	
years old) I am now 23. It would be a huge inconvenience and a slap in the face to the citizens you	
serve to cause such major changes to your rail/bus system. Hopefully you can find other solutions that	
don't put Black/Brown communities at a higher disadvantage with these changes. Hopefully you can	
find solutions that will try to meet your customers 80% of the way. Hopefully the committee can learn	
to empathize and come up with better solutions to fit the everyday working man and woman,	
students, etc.	Bus Service
please protect service for those of is who live in the city? we need Metrorail at all stops all days of the	Dell Care for
week. Ears increase will help WMATA more since many federal employees reseive transit henefits. Cutting	Rail Service
Fare increase will help WMATA more, since many federal employees receive transit benefits. Cutting	Fares/Faas/Darking
service means people will be driving more to work.	Fares/Fees/Parking
I'd suggest reducing the frequency of busses from 5 times an hour to 4 times an hour. The S2, 42/43, and L2 are all important busses for areas that are not linked to the city through a metro	Bus Service
rail station, with many people living in NW also working around Farragut Square. Also, people are not	
taking the Metro rail as often because of crimeinvest in better security cameras and policing.	Bus Service
	pas service

Comment	Category
MetroAccess? policy of having to be 3/4 of a mile from a bus stop or Metro station has got to go, since	
it prevents riders, like myself, from traveling anywhere in Loudoun County and some cities in the DMV.	
When Metro finally opened in Loudoun in November 2022, it looked like it would bring some relief for	
MetroAccess riders and they could finally be allowed to travel anywhere in the county, but	
unfortunately it didn?t, all because of that dreaded policy, and that?s just so wrong. MetroAccess	
riders can?t be denied trips to Loudoun County or anywhere in the DMV, all because of a dreaded	
policy. They should be allowed to use MetroAccess to travel to the county to visit a family member or	
friend that lives down there or to go to a place that?s located down there. That way they don?t have to	
spend money on an Uber or Lyft or depend on a family member or friend to take them to and from the	
county. WMATA should contact the Loudoun County Government and urge them to get funds from	
them so that they could approve MetroAccess service and start serving the entire county, especially all	
of Leesburg and some cities that pass Leesburg, like Lovettsville, Belmont, Broadlands, etc? Service	
should be done on both weekdays and weekends. The MetroAccess service hours should not be the	
same as equivalent fixed route bus and rail service. They shouldn't close the system at 10pm everyday,	
and the proposed service area of MetroAccess should not depend on the day and time, because clients	
should be allowed to travel at any time and come home at any time. If a client?s job requires him/her	
to work late, like until midnight or later, then MetroAccess should still operate at those times so that	
clients could find a way to get home, so it?s best that the MetroAccess service hours don?t change at	
all. I would like to make a suggestion. Now that Metro is operating in Loudoun County, then WMATA	
should lean on trying to bring Metro to Prince William County, since I have a feeling it deserves to be	
there. May they please contact the Prince William County Government and urge them to approve	
Metro and get funds from them. Also, I think MetroAccess riders should automatically be allowed to	
use Omniride Access so that they could travel to Prince William County to visit family and friends that	
live down there and also go to a place down there so that they won?t have to depend on an Uber or	
Lyft or a family or friend to take them to and from there. I hope they can start going to Fairfax or	Bus Service
Increase the budget!	Operating Budget, Management and Spending
The one that would really impact me is metro access service. I depend on it heavily to get to and from	
work, also to get me to school. If metro access were to reduce the area within which they serve, and or	
the hours they would operate, it would impact so many people beyond just me. I am unable to read	
the map that is shown, as it is not screen reader friendly as far as I know. However, this has the	
potential to have widespread consequences to many people with disabilities, who also depend upon	
metro access to get to and from important obligations. Such as work, doctor's appointments, school	
etc. Reducing hours would be unfavorable as well. For example, if a client has an early flight they need	
to catch, the inability to take metro access could place a huge financial burden upon that person. Who,	
if they are living on SSI or other fixed income, may not have the resources to pay for an uber or a lyft.	
That then goes to fair increases as well. While metro access does provide affordable transportation, fair	
increases would put a burden on so many people financially. Again, since so many people who are	
disabled, live on a fixed income, and they must also account for rent and other bills such as utilities. An	
increase in fairs could make it difficult for people to attend important appointments, simply because	
they do not have the financial means to pay to go somewhere on a weekly basis.	Operating Budget, Management and Spending
I can't go to work and move around the city without the METRO services, being a foreigner without a	
car license. Then I absolutely need the service AND at a decent price	Rail Service
Please support the in person work trend	Miscellaneous
Transit is acceptial to avance a whether local or net and diministic consists instance in the second s	
Transit is essential to everyone, whether local or not, and eliminating service just to save a quick buck is	
Iransit is essential to everyone, whether local or not, and eliminating service just to save a quick buck is not ideal!	Service Levels
	Service Levels
not ideal!	Service Levels
not ideal! I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to	Service Levels
not ideal! I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and	Service Levels
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at	Service Levels
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!)	
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax!	Fares/Fees/Parking Miscellaneous
not ideal! I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them.	Fares/Fees/Parking
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for	Fares/Fees/Parking Miscellaneous Rail Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are.	Fares/Fees/Parking Miscellaneous
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro should keep the 16Y service. This is the only non-stop route available for when I go to the office.	Fares/Fees/Parking Miscellaneous Rail Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains((like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro should keep the 16Y service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles	Fares/Fees/Parking Miscellaneous Rail Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro should keep the 16Y service. This is the only non-stop route available for when I go to the office. Instead, it should get id of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors	Fares/Fees/Parking Miscellaneous Rail Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro should keep the 16Y service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low	Fares/Fees/Parking Miscellaneous Rail Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro should keep the 16Y service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low traffic days. One other point?simplify the metro rail fares. Why do I need to do calculus to figure out	Fares/Fees/Parking Miscellaneous Rail Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro is the should keep the 16% service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low traffic days. One other point?simplify the metro rail fares. Why do I need to do calculus to figure out my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for	Fares/Fees/Parking Miscellaneous Rail Service Miscellaneous
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro is the hould get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low traffic days. One other point?simplify the metro rail fares. Why do I need to do calculus to figure out my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for Metro or, alternatively, a peak / off peak system with a flat rate for each.	Fares/Fees/Parking Miscellaneous Rail Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro should keep the 16Y service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low traffic days. One other point?simplify the metro rail fares. Why do I need to do calculus to figure out my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for Metro or, alternatively, a peak / off peak system with a flat rate for each. The only bus route I use is REX. Fairfax connector is on strike. Without Rex I can't get to metroraik right	Fares/Fees/Parking Miscellaneous Rail Service Miscellaneous Bus Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro is should keep the 16Y service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low traffic days. One other point?simplify the metro rail fares. Why do I need to do calculus to figure out my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for Metro or, alternatively, a peak / off peak system with a flat rate for each. The only bus route I use is REX. Fairfax connector is on strike. Without Rex I can't get to metroraik right now.	Fares/Fees/Parking Miscellaneous Rail Service Miscellaneous
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro is the heart of the city service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low traffic days. One other point?simplify the metro rail fares. Why do I need to do calculus to figure out my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for Metro or, alternatively, a peak / off peak system with a flat rate for each. The only bus route I use is REX. Fairfax connector is on strike. Without Rex I can't get to metroraik right now. It would be Wonderful to increase customer service with a Smile and diplomacy, Attitudes from Metros	Fares/Fees/Parking Miscellaneous Rail Service Miscellaneous Bus Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro should keep the 16Y service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low traffic days. One other point?simplify the metro rail fares. Why do I need to do calculus to figure out my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for Metro or, alternatively, a peak / offi peak system with a flat rate for each. The only bus route I use is REX. Fairfax connector is on strike. Without Rex I can't get to metroraik right now. It would be Wonderful to increase customer service with a Smile and diplomacy, Attitudes from Metros staff is at an all time Lowl curt, rude, short tempered, & disrespectful	Fares/Fees/Parking Miscellaneous Rail Service Miscellaneous Bus Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro should keep the 16Y service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low traffic days. One other point?simplify the metro rail fares. Why do I need to do calculus to figure out my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for Metro or, alternatively, a peak / off peak system with a flat rate for each. The only bus route I use is REX. Fairfax connector is on strike. Without Rex I can't get to metroraik right now. It would be Wonderful to increase customer service with a Smile and diplomacy, Attitudes from Metros staff is at an all time Low! curt, rude, short tempered, & disrespectful M4 is used as a public school transportation route for both Deal middle school and Jackson Reed high	Fares/Fees/Parking Miscellaneous Rail Service Bus Service Bus Service Rail Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro is hould keep the 167 service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for Metro or, alternatively, a peak / off peak system with a flat rate for each. The only bus route I use is REX. Fairfax connector is on strike. Without Rex I can't get to metroraik right now. It would be Wonderful to increase customer service with a Smile and diplomacy, Attitudes from Metros staff is at an all time Low! curt, rude, short tempered, & disrespectful Ma is used as a public school transportation route for both Deal middle school and Jackson Reed high school - how will these kids get to school???	Fares/Fees/Parking Miscellaneous Rail Service Miscellaneous Bus Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro should keep the 16Y service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low traffic days. One other point?simplify the metro rail fares. Why do I need to do calculus to figure out my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for Metro or, alternatively, a peak / off peak system with a flat rate for each. The only bus route I use is REX. Fairfax connector is on strike. Without Rex I can't get to metroraik right now. It would be Wonderful to increase customer service with a Smile and diplomacy, Attitudes from Metros staff is at an all time Low! curt, rude, short tempered, & disrespectful M4 is used as a public school transportation route for both Deal middle school and Jackson Reed high	Fares/Fees/Parking Miscellaneous Rail Service Bus Service Bus Service Rail Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro is hould keep the 167 service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for Metro or, alternatively, a peak / off peak system with a flat rate for each. The only bus route I use is REX. Fairfax connector is on strike. Without Rex I can't get to metroraik right now. It would be Wonderful to increase customer service with a Smile and diplomacy, Attitudes from Metros staff is at an all time Low! curt, rude, short tempered, & disrespectful Ma is used as a public school transportation route for both Deal middle school and Jackson Reed high school - how will these kids get to school???	Fares/Fees/Parking Miscellaneous Rail Service Bus Service Bus Service Rail Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro should keep the 16Y service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low traffic days. One other point?simplify the metro rail fares. Why do I need to do calculus to figure out my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for Metro or, alternatively, a peak / off peak system with a flat rate for each. The only bus route I use is REX. Fairfax connector is on strike. Without Rex I can't get to metroraik right now. It would be Wonderful to increase customer service with a Smile and diplomacy, Attitudes from Metros staff is at an all time Low! curt, rude, short tempered, & disrespectful M4 is used as a public school transportation. Toute for bth Deal middle school and Jackson Reed high school - how will these kids get to school??? Metro bus and rail are my only transportation. I need the train. What I do not like is those who skip the	Fares/Fees/Parking Miscellaneous Rail Service Bus Service Bus Service Rail Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro should keep the 16Y service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low traffic days. One other point?simplify the metro rail fares. Why do I need to do calculus to figure out my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for Metro or, alternatively, a peak / off peak system with a fair tate for each. It would be Wonderful to increase customer service with a Smile and diplomacy, Attitudes from Metros staff is at an all time Low! curt, rude, short tempered, & disrespectful M4 is used as a public school transportation route for both Deal middle school and Jackson Reed high school - how will these kids get to school??? Metro bus and rail are my only transportation. I need the train. What I do not like is those who skip the fare. It is not fair. Sometimes I see the	Fares/Fees/Parking Miscellaneous Rail Service Miscellaneous Bus Service Bus Service Rail Service Bus Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro should keep the 16Y service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low traffic days. One other point?simplify the metro rail fares. Why do I need to do calculus to figure out my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for Metro or, alternatively, a peak / off peak system with a far tate for each. The only bus route I use Is REX. Fairfax connector is on strike. Without Rex I can't get to metroraik right now. It would be Wonderful to increase customer service with a Smile and diplomacy, Attitudes from Metros staff is at an all time LowI curt, rude, short tempered, & disrespectful M4 is used as a public school transportation route for both Deal middle school and Jackson Reed high school - how will these kids get to school??? Metro bus and raii are my only tran	Fares/Fees/Parking Miscellaneous Rail Service Miscellaneous Bus Service Bus Service Rail Service Bus Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro should keep the 167 service. This is the only non-stop route available for when I go to the office. Instead, it should keep the 167 service. This is the only non-stop route available for when I go to the office. Instead, it should keep the 167 service. This is the only non-stop route available for when I go to the office. Instead, it should keep the 167 service. This is the only non-stop route available for when I go to the office. Instead, one other point?simplify the metro rail fares. Why do I need to do calculus to figure out my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for Metro or, alternatively, a peak / off peak system with a flat rate for each. The only bus route I use is REX. Fairfax connector is on strike. Without Rex I can't get to metroraik right now. It would be Wonderful to increase customer service with a Smile and diplomacy, Attitudes from Metros staff is at an all time Lowl curt, rude, short tempered, & disrespectful M4 is used as a public school transportation. I need the train. What I do not like is those who skip the fare. It is not fair. Sometimes I see the Metro force in uniform but this presence does not stop them. Please address this and I believe it will help. Me	Fares/Fees/Parking Miscellaneous Rail Service Miscellaneous Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro should keep the 16Y service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low traffic days. One other point?simplify the metro rail fares. Why do I need to do calculus to figure out my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for Metro or, alternatively, a peak / off peak system with a flat rate for each. The only bus route I use is REX. Fairfax connector is on strike. Without Rex I can't get to metroraik right now. It would be Wonderful to increase customer service with a Smile and diplomacy, Attitudes from Metros staff is at an all time Low! curt, rude, short tempered, & disrespectful M4 is used as a public school transportation. I need the train. What I do not like is those who skip the fare. It is not fair. Sometimes I see the Metro force in uniform but this pre	Fares/Fees/Parking Miscellaneous Rail Service Miscellaneous Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro is should keep the 16Y service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low traffic days. One other point?simplify the metro rail fares. Why do I need to do calculus to figure out my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for Metro or, alternatively, a peak / off peak system with a flat rate for each. The only bus route I use is REX. Fairfax connector is on strike. Without Rex I can't get to metroraik right now. It would be Wonderful to increase customer service with a Smile and diplomacy, Attitudes from Metros staff is at an all time Low! curt, rude, short tempered, & disrespectful M4 is used as a public school transportation. I need the train. What I do not like is those who skip the fare. It is not fair. Sometimes I see the Metro force in uniform but this	Fares/Fees/Parking Miscellaneous Rail Service Miscellaneous Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for may natage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low traffic days. One other point?simplify the metro rail fares. Why do I need to do calculus to figure out my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for Metro or, alternatively, a peak / off peak system with a fair tate for each. The only bus route I use is REX. Fairfax connector is on strike. Without Rex I can't get to metroraik right now. It would be Wonderful to increase customer service with a Smile and diplomacy, Attitudes from Metros staff is at an all time Low! curt, rude, short tempered, & disrespectful M4 is used as a public school transportation. I need the train. What I do not like is those who skip the fare. It is not fair. Sometimes I see the Metro force in uniform but this presence does	Fares/Fees/Parking Miscellaneous Rail Service Miscellaneous Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro should keep the 16Y service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low traffic days. One other point?simplify the metro rail fares. Why do I need to do calculus to figure out my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for Metro or, alternatively, a peak / off peak system with a flat rate for each. It would be Wonderful to increase customer service with a Smile and diplomacy, Attitudes from Metros staff is at an all time Lowl curt, rude, short tempered, & disrespectful M4 is used as a public school transportation. I need the train. What I do not like is those who skip the fare. It is not fair. Sometimes I see the Metro force in uniform but this presence does not stop them. Please address this and I believe it will help. Metro bus and rail are my only transpor	Fares/Fees/Parking Miscellaneous Rail Service Miscellaneous Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing)) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro should keep the 16Y service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?veryday the 16Y is late in the evening rush?even on low traffic days. One other point?simplify the metro rail fares. Why do I need to do calculus to figure out my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for Metro or, alternatively, a peak / off peak system with a flat rate for each. The only bus route I use is REX. Fairfax connector is on strike. Without Rex I can't get to metroraik right now. It would be Wonderful to increase customer service with a Smile and diplomacy, Attitudes from Metros staff is at an all time Low! curt, rude, short tempered, & disrespectful M4 is used as a public school transportation route for both Deal middle school and Jackson Reed high school - how will these kids get to school??? Metro bus is not on time has been a big issues. For exampl	Fares/Fees/Parking Miscellaneous Rail Service Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro should keep the 16Y service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low traffic days. One other point?simplify the metro rail fares. Why do I need to do calculus to figure out my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for Metro or, alternatively, a peak / off peak system with a flat rate for each. The only bus route I use is REX. Fairfax connector is on strike. Without Rex I can't get to metroraik right now. It would be Wonderful to increase customer service with a Simle and diplomacy, Attitudes from Metros staff is at an all time Low! curt, rude, short tempered, & disrespectful M4 is used as a public school transportation. I need the train. What I do not like is those who skip the fare. It is not fair. Sometimes I see the Metro force in uniform but this pre	Fares/Fees/Parking Miscellaneous Rail Service Miscellaneous Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro should keep the 16Y service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low traffic days. One other point?simplify the metro rail fares. Why do I need to do calculus to figure out my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for Metro or, alternatively, a peak / off peak system with a flat rate for each. The only bus route I use is REX. Fairfax connector is on strike. Without Rex I can't get to metroraik right now. It would be Wonderful to increase customer service with a Smile and diplomacy, Attitudes from Metros staff is at an all time Low! curt, rude, short tempered, & disrespectful M4 is used as a public school transportation. Tueed the train. What I do not like is those who skip the fare. It is not fair. Sometimes I see the Metro force in uniform but this pres	Fares/Fees/Parking Miscellaneous Rail Service Miscellaneous Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro should keep the 16Y service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low traffic days. One other point?simplify the metro rail fares. Why do I need to do calculus to figure out my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for Metro or, alternatively, a peak / off peak system with a flat rate for each. The only bus route I use is REX. Fairfax connector is on strike. Without Rex I can't get to metroraik right now. It would be Wonderful to increase customer service with a Smile and diplomacy, Attitudes from Metros staff is at an all time Low! curt, rude, short tempered, & disrespectful M4 is used as a public school transportation. I need the train. What I do not like is those who skip the fare. It is not fair. Sometimes I see the Metro force in uniform but this pre	Fares/Fees/Parking Miscellaneous Rail Service Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro should keep the 16V service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low traffic days. One other point?simplify the metro rail fares. Why do I need to do calculus to figure out my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for Metro or, alternatively, a peak / off peak system with a flat rate for each. The only bus route I use is REX. Fairfax connector is on strike. Without Rex I can't get to metroraik right now. It would be Wonderful to increase customer service with a Smile and diplomacy, Attitudes from Metros staff is at an all time LowI curt, rude, short tempered, & disrespectful M4 is used as a public school transportation route for both Deal middle school and Jackson Reed high school - how will these kids get to school??? Metro bus and rail are my only tra	Fares/Fees/Parking Miscellaneous Rail Service Miscellaneous Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro should keep the 16Y service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low traffic days. One other point?simplify the metro rail fares. Why do I need to do calculus to figure out my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for Metro or, alternatively, a peak / off peak system with a flat rate for each. The only bus route I use is REX. Fairfax connector is on strike. Without Rex I can't get to metroraik right now. It would be Wonderful to increase customer service with a Smile and diplomacy, Attitudes from Metros staff is at an all time Low! curt, rude, short tempered, & disrespectful M4 is used as a public school transportation. I need the train. What I do not like is those who skip the fare. It is not fair. Sometimes I see the Metro force in uniform but this pre	Fares/Fees/Parking Miscellaneous Rail Service Miscellaneous Bus Service Bus Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro should keep the 16Y service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low traffic days. One other point?simplify the metro rail fares. Why do I need to do calculus to figure out my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for Metro or, alternatively, a peak / off peak system with a fair tate for each. It would be Wonderful to increase customer service with a Smile and diplomacy, Attitudes from Metros staff is at an all time Low! curt, rude, short tempered, & disrespectful M4 is used as a public school transportation. Tote for both Deal middle school and Jackson Reed high school - how will these kids get to school??? Metro bus and rail are my only transportation. I need the train. What I do not like is those who skip the fare. It is not fair. Sometimes I see the	Fares/Fees/Parking Miscellaneous Rail Service Miscellaneous Bus Service Bus Service
not ideall I would use Metro way more on weekends if the later service goes into effect. It's obnoxious going to shows/concerts/minor sporting events and having to either leave early to catch Metro, drive there and pay for gas and parking, or Uber/Lyft home. On weekdays, I use it to go to work and am concerned at the possibility of cutting the extra rush hour trains. I'd be willing to pay extra for rush hour trips just to support those extra trains (like surge pricing!) Keep pushing MD and VA to contribute their fair share. I am in favor of a regional tax! Metro is the heart of the city and should do more, not less to support the people who support them. Cities must encourage public transportation. Better for traffic, better for the environment, better for sense of community. Other countries, like Japan, are doing this so much better than we are. Metro should keep the 16Y service. This is the only non-stop route available for when I go to the office. Instead, it should get rid of all the supervisors who, from my vantage point, just sit in their vehicles texting and writing up bus operators because they happen to be early. Why not put those supervisors behind the wheel to increase bus service?everyday the 16Y is late in the evening rush?even on low traffic days. One other point?simplify the metro rail fares. Why do I need to do calculus to figure out my fare to get from point A to point B with the current system? Replace this with a simpler flat fare for Metro or, alternatively, a peak / off peak system with a flat rate for each. The only bus route I use is REX. Fairfax connector is on strike. Without Rex I can't get to metroraik right now. It would be Wonderful to increase customer service with a Smile and diplomacy, Attitudes from Metros staff is at an all time Low! curt, rude, short tempered, & disrespectful M4 is used as a public school transportation. I need the train. What I do not like is those who skip the fare. It is not fair. Sometimes I see the Metro force in uniform but this pre	Fares/Fees/Parking Miscellaneous Rail Service Miscellaneous Bus Service Bus Service

Comment	Category
WMATA generated tremendous ill will by cutting back to only six car trains on most lines in February,	
with no honest advanced warning or opportunity for customer input. I do not trust WMATA to fairly	
consider the impact of any of these proposed changes on the customer experience. Fare increases	
should not be done as a percentage increase anymore. Your highest fares are already too high, and	
when you start taking about increasing round trip fares by \$3, you're putting too much of the burden	
on customers with long commutes. You really need to address the problem posed by having three lines	
share the tunnel between Rosslyn and Foggy Bottom. It makes operating those lines extremely	
inefficient. You need to fix the endless switching problems and signal problems that cause regular	
delays during peak service hours.	Fares/Fees/Parking
I've been riding the 16Y for months and it is one of the best routes. It takes the people of Virginia into	
their DC jobs at a quick and seamless rate. After the governments (based on DCs request) to have all	
telework employees return to work into the city, cutting lines seems like a counterintuitive step. If DC	
wants more people to spend money in DC, you have to give them a way to get into DC!	Bus Service
Keep t2 bus	Bus Service
Service reductions will affect ridership, which will affect revenue. The best change I?ve seen in the last	
year is more reliable, frequent service, making Metro the best way to get around. If service was cut and	
frequency reduced it would be harmful. Most people need to get somewhere on time and need to have	
a method they can trust. We choose trains and buses because we either don?t want to or can?t drive.	Bus Service
My only option is route 22 22a or 22c. If they are eliminated I will have to drive everywhere	Bus Service
Stop the daily freeloader riders	Miscellaneous
Fix fare boxes on buses, and you?ve got to increase enforcement of penalties for fare jumping. I?m not	
a big proponent of police enforcement, but it does seem that for right or for wrong, many who would	
use Metro will not because of perceived danger/whatever they think is posed by 'disorder' on bus and	
train, so unfortunately I think visibly ticketing fare jumpers is worth doing. Also, I think you've got to do	
fare interoperability with MARC and VRE, or at least do a transfer like you do to and from RideOn and	
ART and other similar regional transit authorities	Bus Service
Metro allows affordable access to everyone who use it. Public transportation should really be	
subsidized more by the government.	Rail Service
Not good	Miscellaneous
I take the Metro to get to and from work. If it is not operating at reasonable convenient intervals I can't	
use it.	Rail Service
Metro fares are already borderline prohibitively expense for commuters with long trips. With this	
increase, it will be cheaper for me to drive my car all the way into DC and pay to park in a garage than	
what I currently do, which is park at Vienna metro and take the train into DC. Making public	
transportation the most expensive option is a bad idea.	Fares/Fees/Parking
T2 line is essential service for Carderock neighborhood access, especially for elderly neighbors who	
want to live in place. Walkability score for neighborhood is 11/100. Also bus line is essential for care	
workers to arrive to Carderock and would impact that employment. River road is already a heavy traffic	
road so eliminating bus service would have negative impact on traffic.	Bus Service
This survey seems designed to lead respondents by not showing the budget impact of each change and	
by only presenting a choice between fares and service, leaving out other possible options like cuts to	
non-operating departments, negotiating with labor, efficiency improvements, etc.	Operating Budget, Management and Spending
Eliminating the D2 and 33 to federal triangle would severely impact my commute and access to the	
also Dath as then existing consists M/AATA should be seen for a stability of the form	
city. Rather than cutting service WMATA should increase fares and identify other funding strategies.	
Public transit is a public good and should be treated as such. These changes would likely force people	
Public transit is a public good and should be treated as such. These changes would likely force people	Capital Budget
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down	Capital Budget Bus Service
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low	
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the 72 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second,	
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low	
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the 72 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second,	
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yed driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this buss is the link for commuters gong	Bus Service
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the 72 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this bus is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the	Bus Service
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this bus is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the area. Eliminating it would cut the area off from any connection t the metro area. Please do not	Bus Service
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this bus is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the eliminate this important connection for our community.	Bus Service
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yed driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this buss is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the area. Eliminating it would cut the area off from any connection t the metro area. Please do not eliminate this important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public	Bus Service
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this buss is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the area. Eliminating it would cut the area off from any connection t the metro area. Please do not eliminate this important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport means more private cars, more congestion and pollution. Another important consideration is	Bus Service
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this buss is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the area. Eliminating it would cut the area off from any connection t the metro area. Please do not eliminate this important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport means more private cars, more congestion and pollution. Another important consideration is the aging population that cannot drive, limited parking spaces as a result of bike lanes (which are	Bus Service
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this buss is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the eliminate this important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport that cannot drive, limited parking spaces as a result of bike lanes (which are unused). Since COVID there are NO TAXIs on the streets of DC. It is shameful that the capital of the USA	Bus Service Bus Service
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this buss is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the area. Eliminating it would cut the area off from any connection t the metro area. Please do not eliminate this important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport means more private cars, more congestion and pollution. Another important consideration is the aging population that cannot drive, limited parking spaces as a result of bike lanes (which are unused). Since COVID there are NO TAXIs on the streets of DC. It is shameful that the capital of the USA cannot provide transport to its tax paying citizens.	Bus Service Bus Service
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area. All evel of independence which is needed. Third, this buss is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the area. Eliminating it would cut the area off from any connection to the metro area. Please do not eliminate this important connection for our community. For the past 30 years metro has been cutting routes parking spaces as a result of bike lanes (which are unused). Since COVID there are NO TAXIs on the streets of DC. It is shameful that the capital of the USA cannot provide transport to its tax paying citizens. As a 92-year-old, changes in the N bus schedule would limit what I can do	Bus Service Bus Service Bus Service Bus Service
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this buss is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the area. Eliminating it would cut the area off from any connection the metro area. Please do not eliminate this important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport means more private cars, more congestion and pollution. Another important consideration is the aging population that cannot drive, limited parking spaces as a result of bike lanes (which are unused). Since COVID there are NO TAXIs on the streets of DC. It is shameful that the capital of the USA cannot provide transport to its tax paying citizens. As a 92-year-old, changes in the Nbus schedule would limit what I can do Lbust rise the bus and train fair at Metro station to make the money	Bus Service Bus Service
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this buss is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the area. Eliminating it would cut the area off from any connection t the metro area. Please do not eliminate this important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport means more private cars, more congestion and pollution. Another important consideration is the aging population that cannot drive, limited parking spaces as a result of bike lanes (which are unused). Since COVID there are NO TAXIs on the streets of DC. It is shameful that the capital of the USA cannot provide transport to its tax paying citizens. As a 92-year-old, changes in the N bus schedule would limit what I can do Just rise the bus and train fair at Metro station to make the money Metro is losing lots of money due to people who jump the fare gates and ride without paying. I have	Bus Service Bus Service Bus Service Bus Service
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this buss is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the area. Eliminating it would cut the area off from any connection t the metro area. Please do not eliminate this important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport means more private cars, more congestion and pollution. Another important consideration is the aging population that cannot drive, limited parking spaces as a result of bike lanes (which are unused). Since COVID there are NO TAXIs on the streets of DC. It is shameful that the capital of the USA cannot provide transport to its tax paying citizens. As a 92-year-old, changes in the N bus schedule would limit what I can do Just rise the bus and train fair at Metro station to make the money Metro is losing lots of money due to people who jump the fare gates and ride without paying. I have seen no attempt to enforce the paying of fares. The more people know that they can skip paying	Bus Service Bus Service Bus Service Bus Service
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area. Eliminating it would cut the area off from any connection t the metro area. Please do not eliminate this important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport to its tax paying citizens. As a 92-year-old, changes in the N bus schedule would limit what I can do Lust rise the bus and train fair at Metro station to make the money Metro is losing lots of money due to people who jump the fare gates and ride without paying. I have seen no attempt to enforce the paying of fares. The more people will be lost. If Metro wants	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this buss is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the area. Eliminating it would cut the area off from any connection t the metro area. Please do not eliminate this important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport to its area paying citizens. As a 92-year-old, changes in the N bus schedule would limit what I can do Just rise the bus and train fair at Metro station to make the money Metro is losing lots of money due to people who jump the fare gates and ride without paying. I have seen no attempt to enforce the paying of fares. The more people know that they can skip paying without consequences, the more people wild oit, and the more money will be lost. If Metro wants service to be free, make that announcement so that the rest of us can stop paying.	Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this buss is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the area. Eliminating it would cut the area off from any connection t the metro area. Please do not eliminate this important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport means more private cars, more congestion and pollution. Another important consideration is the aging population that cannot drive, limited parking spaces as a result of bike lanes (which are unused). Since COVID there are NO TAXIs on the streets of DC. It is shameful that the capital of the USA cannot provide transport to its tax paying citizens. As a 92-year-old, changes in the N bus schedule would limit what I can do lust rise the bus and train fair at Metro station to make the money Metro is losing lots of money due to people who jump the fare gates and ride without paying. I have seen no attempt to enforce the paying of fares. The more people know that they can skip paying without consequences, the more people wild us th and the more money will be lost. If Metro wants service to be free, make that announcement so that the rest of us can stop payin	Bus Service
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this buss is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the area. Eliminating it would cut the area off from any connection t the metro area. Please do not eliminate this important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport means more private cars, more congestion and pollution. Another important consideration is the aging population that cannot drive, limited parking spaces as a result of bike lanes (which are unused). Since COVID there are NO TAXIs on the streets of DC. It is shameful that the capital of the USA cannot provide transport to its tax paying citizens. As a 92-year-old, changes in the N bus schedule would limit what I can do Just rise the bus and train fair at Metro station to make the money Metro is losing lots of money due to people who jump the fare gates and ride without paying. I have seer no attempt to enforce the paying of fares. The more people know that they can skip paying without consequences, the more people will do it, and the more money will be lost. If Metro wants service to be free, make that announcement so that the rest of us can stop payi	Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this buss is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the area. Eliminating it would cut the area off from any connection t the metro area. Please do not eliminate this important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport means more private cars, more congestion and pollution. Another important consideration is the aging population that cannot drive, limited parking spaces as a result of bike lanes (which are unused). Since COVID there are NO TAXIs on the streets of DC. It is shameful that the capital of the USA cannot provide transport to its tax paying citizens. As a 92-enold, changes in the N bus schedule would limit what I can do Just rise the bus and train fair at Metro station to make the money Metro is losing lots of money due to people who jump the fare gates and ride without paying. I have seen no attempt to enforce the paying of fares. The more people know that they can skip paying without consequences, the more people will do it, and the more money will be lost. If Metro wants service to be free, make that announcement so that the rest of us can stop paying.	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Capital Budget
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this buss is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the area. Eliminating it would cut the area off from any connection t the metro area. Please do not eliminate this important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport means more private cars, more congestion and pollution. Another important consideration is the aging population that cannot drive, limited parking spaces as a result of bike lanes (which are unused). Since COVID there are NO TAXIs on the streets of DC. It is shameful that the capital of the USA cannot provide transport to its tax paying citizens. As a 92-year-old, changes in the N bus schedule would limit what I can do Just rise the bus and train fair at Metro station to make the money Metro is losing lots of money due to people who jump the fare gates and ride without paying. I have seen no attempt to enforce the paying of fares. The more people know that they can skip paying without consequences, the more people will do it, and the more money will be lost. If Metro wants service to be free, make that announcement so that the rest of us can stop payi	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Capital Budget
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this buss is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the area. Eliminating it would cut the area off from any connection t the metro area. Please do not eliminate this important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport means more private cars, more congestion and pollution. Another important consideration is the aging population that cannot drive, limited parking spaces as a result of bike lanes (which are unused). Since COVID there are NO TAXIs on the streets of DC. It is shameful that the capital of the USA cannot provide transport to to its tax paying citizens. As a 92-year-old, changes in the N bus schedule would limit what I can do Just rise the bus and train fair at Metro station to make the money Metro is losing lots of money due to people who jump the fare gates and ride without paying. I have service to be free, make that announcement so that the rest of us cans top paying. Metro should be given more funding by the states I have another suggestion - stop just passively watching people jump the gates I see it EVERY SINGLE DAY and no one does a thing about it	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Capital Budget
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area. All evel of independence which is needed. Third, this buss is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the area. If from any connection the metro area. Please do not eliminate this important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport to its tax paying citizens. As a 92-year-old, changes in the N bus schedule would limit what I can do lust rise the bus and train fair at Metro station to make the money Metro is losing lots of money due to people who jump the fare gates and ride without paying. I have seen on attempt to enforce the paying of fares. The more people know that they can skip paying without consequences, the more people will do it, and the more money will be lost. If Metro wants service to be free, make that announcement so that the rest of us can stop paying. Metro should be given more thoring about it, meanwhile, I'm here, scanning my pass for \$12.00 a day, plus parking. You keep raising the rates, it'll be cheaper to drive and pay for parking downtown. For those of us that are required to come into the office for at least 4-5 days each week, you are effectively increasing our rates another SS0 per month. There's a	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Capital Budget
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this buss is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the area. Eliminating it would cut the area off from any connection t the metro area. Please do not eliminate this important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport means more private cars, more congestion and pollution. Another important consideration is the aging population that cannot drive, limited parking spaces as a result of bike lanes (which are unused). Since COVID there are NO TAXIs on the streets of DC. It is shameful that the capital of the USA cannot provide transport to its tax paying citizens. As a 92-year-old, changes in the N bus schedule would limit what I can do Just rise the bus and train fair at Metro station to make the money Metro is losing lots of money due to people who jump the fare gates and ride without paying. I have seen no attempt to enforce the paying of fares. The more people know that they can skip paying without consequences, the more people will do it, and the more money will be lost. If Metro wants service to be free, make that announcement so that the rest of us can stop payi	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Capital Budget
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this buss is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the area. Eliminating it would cut the area off from any connection t the metro area. Please do not eliminate this important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport means more private cars, more congestion and pollution. Another important consideration is the aging population that cannot drive, limited parking spaces as a result oble lanes (which are unused). Since COVID there are NO TAXIs on the streets of DC. It is shameful that the capital of the USA cannot provide transport to its tax paying citizens. As a 92-year-old, changes in the N bus schedule would limit what I can do Just rise the bus and train fair at Metro station to make the money Metro is losing lots of money due to people who jump the fare gates and ride without paying. I have seen no attempt to enforce the paying of fares. The more people know that they can skip paying without consequences, the more people will do it, and the more money will be lost. If Metro wants service to be free, make that announcement so that the rest of us an stop paying.	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Capital Budget Fares/Fees/Parking
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area. All evel of independence which is needed. Third, this buss is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the area. Eliminating it would cut the area off from any connection the metro area. Please do not eliminate this important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport to its tax paying citizens. As a 92-year-old, changes in the N bus schedule would limit what I can do Just rise the bus and train fair at Metro station to make the money Metro is losing lots of money due to people who jump the fare gates and ride without paying. I have seen no attempt to enforce the paying of fares. The more people know that they can skip paying without consequences, the more people will do it, and the more money will be lost. If Metro wants service to be free, make that announcement so that the rest of us can stop paying. Metro should be given more funding by the states I have another suggestion - stop just passively watching people jump the gates I see it EVERY SINGLE DAY and no one does a thing about it, meanwhile, I'm here, scanning my pass for \$12.00 a day, plus parking. You keep raising the rates, it'll be cheaper to drive and pay for park	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Capital Budget Fares/Fees/Parking Bus Service Bus Service
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area. all offers a level of independence which is needed. Third, this buss is the link for commuters going to work and without another means of transport. Lastly, this is the only link of public transport to the area. If from any connection t the metro area. Please do not eliminate this important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport to its tax paying citizens. As a 92-periold, changes in the N bus schedule would limit what I can do Just rise the bus and train fair at Metro station to make the money Metro is losing lots of money due to people who jump the fare gates and ride without paying. I have seen no attempt to enforce the paying of fares. The more people know that they can skip paying without consequences, the more people will do it, and the more money will be lost. If Metro wants service to be free, make that announcement so that the rest of us can stop paying. Metro should be given more funding by the states I have another suggestion - stop just passively watching people jump the gates! I see it EVERY SINGLE DAY and no one does a thing about it, meanwhile, I'm here, scanning my pass for \$12.00 a day, plus parking. You keep raising the rates, it'll be cheaper to drive and pay for parking downtown. For thos	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Capital Budget Fares/Fees/Parking
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this buss is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the area. Eliminating it would cut the area off from any connection t the metro area. Please do not eliminate this important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport means more private cars, more congestion and pollution. Another important consideration is the aging population that cannot drive, limited parking spaces as a result of bike lanes (which are unused). Since COVID there are NO TAXIs on the streets of DC. It is shameful that the capital of the USA cannot provide transport to its tax paying citizens. As a 92-year-old, changes in the N bus schedule would limit what I can do Just rise the bus and train fair at Metro station to make the money Metro is losing lots of money due to people wild out, and the more money will be lost. If Metro wants service to be free, make that announcement so that the rest of us can stop paying. Metro should be given more funding by the states I have another suggestion - stop just passively watching people jump the gatesI I see it EVERY SINGLE DAY and no one does a thing about it	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Capital Budget Fares/Fees/Parking Bus Service B
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area. all differs a level of independence which is needed. Third, this buss is the link for commuters going to work and without another means of transport. Lastly, this is the only link of public transport to the area. It is important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport means more private cars, more congestion and pollution. Another important consideration is the aging population that cannot drive, limited parking spaces as a result of bike lanes (which are unused). Since COVID there are NO TAXIs on the streets of DC. It is shameful that the capital of the USA cannot provide transport to its tax paying citizens. As a 92-year-old, changes in the N bus schedule would limit what I can do Just rise the bus and train fair at Metro station to make the money Metro is losing lots of more funding by the states. It have another suggestion - stop paying of fares. The more people know that they can skip paying without consequences, the more people will do it, and the more money will be lost. If Metro wants service to be free, make that announcement so that the rest of us can stop paying. Metro sloud be given more funding by the states. I have another suggestion - stop just passively watching people jump the gates! I see it	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Capital Budget Fares/Fees/Parking Bus Service Bus Service
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this buss is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the area. Eliminating it would cut the area off from any connection the metro area. Please do not eliminate this important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport means more private cars, more congestion and pollution. Another important consideration is the aging population that cannot drive, limited parking spaces as a result of bike lanes (which are unused). Since COVID there are NO TAXIs on the streets of DC. It is shameful that the capital of the USA cannot provide transport to its tax paying citizens. As a 92-year-old, changes in the N bus schedule would limit what I can do Just rise the bus and train fair at Metro station to make the money Metro is losing lots of money due to people will do it, and the more money will be lost. If Metro wants service to be free, make that announcement so that the rest of us can stop paying. Metro should be given more funding by the states I have another suggestion - stop just passively watching people jump the gates! I see it EVERY SINGLE DAY and no one does a thing about it	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Capital Budget Fares/Fees/Parking Bus Service B
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this buss is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the area. Eliminating it would cut the area off from any connection t the metro area. Please do not eliminate this important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport means more private cars, more congestion and pollution. Another important consideration is the aging population that cannot drive, limited parking spaces as a result of bike lanes (which are unused). Since COVID there are NO TAXIs on the streets of DC. It is shameful that the capital of the USA cannot provide transport to its tax paying citizens. As a 92-year-old, changes in the N bus schedule would limit what I can do Just rise the bus and train fair at Metro station to make the money Metro is losing lots of money due to people who jump the fare gates and ride without paying. I have seen no attempt to enforce the paying of fares. The more people know that they can skip paying without consequences, the more people will do it, and the more money will be lost. If Metro wants service to be free, make that announcement so that the rest of us can stop payi	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Capital Budget Fares/Fees/Parking Bus Service B
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this buss is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the area. Eliminating it would cut the area off from any connection t the metro area. Please do not eliminate this important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport means more private cars, more congestion and pollution. Another important consideration is the aging population that cannot drive, limited parking spaces as a result of bike lanes (which are unused). Since COVID there are NO TAXIs on the streets of DC. It is shameful that the capital of the USA cannot provide transport to its tax paying citizens. As a 92-year-old, changes in the N bus schedule would limit what I can do Just rise the bus and train fair at Metro station to make the money Metro is losing lots of money due to people who jump the fare gates and ride without paying. I have seen no attempt to enforce the paying of fares. The more people know that they can skip paying without consequences, the more people will do it, and the more money will be lost. If Metro wants service to be free, make that announcement so that the rest of us can stop payi	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Capital Budget Fares/Fees/Parking Bus Service B
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this buss is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the area. Eliminating it would cut the area off from any connection the metro area. Please do not eliminate this important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport means more private cars, more congestion and pollution. Another important consideration is the aging population that cannot drive, limited parking spaces as a result of bike lanes (which are unused). Since COVID there are NO TAXIs on the streets of DC. It is shameful that the capital of the USA cannot provide transport to its tax paying citizens. As a 92-year-old, changes in the N bus schedule would limit what I can do Just rise the bus and train fair at Metro station to make the money Metro is losing lots of money due to people who jump the fare gates and ride without paying. I have seer no attempt to enforce the paying of fares. The more people know that they can skip paying without consequences, the more people will do it, and the more money will be lost. If Metro wants service to be free, make that announcement so that the rest of us can stop paying	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Capital Budget Fares/Fees/Parking Bus Service B
Public transit is a public good and should be treated as such. These changes would likely force people to choose other transit options thus lowering the amount of fares collected. More reliable service will increase ridership. Both service cuts and increased fares will only drive the ridership down First, the T2 bus is the primary route for use of service workers to Bethesda and Potomac and is a low cost option for these service providers. Eliminating this would be a burden on these workers. Second, this bus provides support to teens in the community going to Bethesda and other activities. These are teens that are not yet driving or unable to drive. This provides a means for them to move about the area and offers a level of independence which is needed. Third, this buss is the link for commuters gong to work and without another means of transport. Lastly, this is the only link of public transport to the area. Eliminating it would cut the area off from any connection t the metro area. Please do not eliminate this important connection for our community. For the past 30 years metro has been cutting routes and services regardless of the fact that less public transport means more private cars, more congestion and pollution. Another important consideration is the aging population that cannot drive, limited parking spaces as a result of bike lanes (which are unused). Since COVID there are NO TAXIs on the streets of DC. It is shameful that the capital of the USA cannot provide transport to its tax paying citizens. As a 92-year-old, changes in the N bus schedule would limit what I can do Just rise the bus and train fair at Metro station to make the money will be lost. If Metro wants service to be free, make that announcement so that the rest of us can stop paying. Metro should be given more funding by the states I have another suggestion - stop just passively watching people know that they can skip paying without consequences, the more people will do it, and the more money will be lost. If Metro wants service to be free	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Capital Budget Fares/Fees/Parking Bus Service B

Comment	Category
I do not support elimination of the T2 route. I commute for work on weekdays from Carderock Springs	
in MD off of River Road. To get to Metrorail, I have 4 options, 1 - Rideon 32, 2 - Metrobus T2, 3 - self- drive and park, 4 - taxi / uber. Rideon 32 runs a limited schedule and generally works. I am dependent	
on T2 to use mass transit when Rideon 32 does not run (e.g., late or cancelled) or for hours outside of	
Rideon 32 (e.g., 12noon travel or after 7:30PM Monday through Friday). When I want to stay	
downtown past 7:30pm, for things such as dinner, then I am dependent on T2 or taxi or driving and	
parking in the morning. While the T2 and Rideon 32 stations are on opposite parts of the	
neighborhood, I have had to walk through the neighborhood when Rideon 32 failed to show and I	
ended up taking T2. T2 is a critical part of my ability to limit my car usage and cancelling T2 would	
result in my driving more frequently and necessitating increased parking demands for another car at or	
near Metrorail stations. You should consider the compounding impacts, such as my increased parking	
need and my addition to traffic congestion, on the Metrorail system when considering changes. I'd	
recommend reduced service to T2 before cutting altogether. Also, I live alone, so I do not have	
someone in my household to carpool or to combine driving.	Bus Service
3Y bus is a commuter route serving north Arlington. Suggest reducing the number of trips rather than	
eliminate. ART 55 bus is not a good substitute as it is much less reliable than the 3Y bus and the 3Y bus	
provides access to government offices near Constitution Ave. Reduce trains from 8 to 6 cars. Work with	
the states to increase the penalties for fare evasion and widely advertise the penalties. OK to raise fares. I think that the fares for seniors are very fair and I am OK paying a bit more-cheaper than getting	
another car or taking taxis/Ubers! I very much appreciate the work of all WMATA employees to provide	
us the system thaat we have today. Very happy overall.	Bus Service
The DMV governments should be fully funding metro!! It is a public service, it is supposed to be losing	
money. The metro system is one of the best parts of living in DC!	Capital Budget
Metro will be the only way to live car-free in a country that only builds for and around the cars. Taking	and the second
service away from metro financially will just push me to continue using my car or force me to use it	
more often when those trips are currently being replaced by metro or metrobus trips due the	
headways that make it feasible to run daily life errands via public transit.	Operating Budget, Management and Spending
Dc is the nation?s capitol yet our metro is behind Chicago, New York and other major cities. It?s	
expensive to the point it?s easier to drive than to ride the metro. What?s the point of even having	
public transit when it just connected another major airport but can?t connect to Baltimore and still	
	Operating Budget, Management and Spending
I want to express enthusiastic support to Metro's regional partners for funding Metro's budget.	
MetroRail and MetroBus are crucial services for many many people and both fare increases and service	Occurring Durlant Management and Case II in
cuts would dramatically impact us.	Operating Budget, Management and Spending
More tax money from Va md and dc to develop metro system. Benefitting the earth, car traffic, and	Dell Carrier
people of all socioeconomic statuses. We need to go in to the office more frequently and the service cutdown would significantly impact our	Rail Service
willingness to make it	Bus Service
I love my metro access service right now. Instead of cutting service maybe you should increase the fare.	
Please don?t cut the service.	MetroAccess
Hopefully only modest decreases in FREQUENCY of all service and only modest fare and parking fee	
increases will be necessary.	Bus Service
It is essential that service cuts be avoided. As a city DC is already far too car dependent and far too	
many people regularly rely on personal vehiles as it is. Reducing service will not only reduce ridership in	
the shortterm, it will also reduce public trust in the system and push more people to rely on cars and	
car ownership to get around the city. This would have disastrous consequences to traffic, pedestrian	
and bicyclist safety, and emissions and air pollution. DC cannot be a modern, livable, vibrant city	
without a robust, extensive, and reliable public transit system or with so many people relying on sprawl	
and cars. Cutting service is a short term budget fix with terrible long term consequences.	Operating Budget, Management and Spending
I am sorry that we are all in this situation. I do think WMATA should explore all the possibilities. While I	
am blessed to be able to afford rate increases, everyone is not. I would prefer a rent increase over	
cutting services because those who need it the most, who are already suffering will continue to brunt	
the true cost. I also think some of these questions need to have the ability to explain an answer, if	
	Service Levels
people would like to give more feedback. 1 Address those who don?t nav (it?s lost revenue) 2. Sell renewable and time limited advertising space.	Service Levels
1. Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space	Service Levels
1. Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several	
 Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not 	Bus Service
 Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not Metro should not cut well-used services and needs to consider its impact on lower-income workers. 	
 Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not 	Bus Service
Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not Metro should not cut well-used services and needs to consider its impact on lower-income workers. WMATA - What a miserable system you have crafted. I'm used to the NYC transit system - 10 car trains,	Bus Service
Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not Metro should not cut well-used services and needs to consider its impact on lower-income workers. WMATA - What a miserable system you have crafted. I'm used to the NYC transit system - 10 car trains, 24/7 service, decent fares - been in existence for over 100 years. Your Podunk transit system is laughable. I'm surprised it has made it this far. NOW you are dropping the 8 car trains and giving us 6	Bus Service
Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not Metro should not cut well-used services and needs to consider its impact on lower-income workers. WMATA - What a miserable system you have crafted. I'm used to the NYC transit system - 10 car trains, 24/7 service, decent fares - been in existence for over 100 years. Your Podunk transit system is laughable. I'm surprised it has made it this far. NOW you are dropping the 8 car trains and giving us 6	Bus Service Rail Service
Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not Metro should not cut well-used services and needs to consider its impact on lower-income workers. WMATA - What a miserable system you have crafted. I'm used to the NYC transit system - 10 car trains, 24/7 service, decent fares - been in existence for over 100 years. Your Podunk transit system is laughable. I'm surprised it has made it this far. NOW you are dropping the 8 car trains and giving us 6 car trains JUST when everyone is starting to go back to work. Dig a big hole and drop your system into Both fare increases and service cuts would be disastrous for the most vulnerable communities in DC. Bus routes, especially, are vital to people who don?t live or work near to a metro station. And metro	Bus Service Rail Service
1. Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not Metro should not cut well-used services and needs to consider its impact on lower-income workers. WMATA - What a miserable system you have crafted. I'm used to the NYC transit system - 10 car trains, 24/7 service, decent fares - been in existence for over 100 years. Your Podunk transit system is laughable. I'm surprised it has made it this far. NOW you are dropping the 8 car trains and giving us 6 car trains JUST when everyone is starting to go back to work. Dig a big hole and drop your system into Both fare increases and service cuts would be disastrous for the most vulnerable communities in DC. Bus routes, especially, are vital to people who don?t live or work near to a metro station. And metro wait time can already be in excess of 15-20 minutes, especially with frequent delays. While 1 personally	Bus Service Rail Service Fares/Fees/Parking
Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not Metro should not cut well-used services and needs to consider its impact on lower-income workers. WMATA - What a miserable system you have crafted. I'm used to the NYC transit system - 10 car trains, 24/7 service, decent fares - been in existence for over 100 years. Your Podunk transit system is laughable. I'm surprised it has made it this far. NOW you are dropping the 8 car trains and giving us 6 car trains JUST when everyone is starting to go back to work. Dig a big hole and drop your system into Both fare increases and service cuts would be disastrous for the most vulnerable communities in DC. Bus routes, especially, are vital to people who don?t live or work near to a metro station. And metro wait time can already be in excess of 15-20 minutes, especially with frequent delays. While I personally would be able to handle the proposed fare increases, many other DC residents would not.	Bus Service Rail Service
Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not Metro should not cut well-used services and needs to consider its impact on lower-income workers. WMATA - What a miserable system you have crafted. I'm used to the NYC transit system - 10 car trains, 24/7 service, decent fares - been in existence for over 100 years. Your Podunk transit system is laughable. I'm surprised it has made it this far. NOW you are dropping the 8 car trains and giving us 6 car trains JUST when everyone is starting to go back to work. Dig a big hole and drop your system into Both fare increases and service cuts would be disastrous for the most vulnerable communities in DC. Bus routes, especially, are vital to people who don?t live or work near to a metro station. And metro wait time can already be in excess of 15-20 minutes, especially with frequent delays. While I personally would be able to handle the proposed fare increases, many other DC residents would not. There doesn't seem to be any fare collection on many bus routes. Instead of cutting service frequency	Bus Service Rail Service Fares/Fees/Parking
Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not Metro should not cut well-used services and needs to consider its impact on lower-income workers. WMATA - What a miserable system you have crafted. I'm used to the NYC transit system - 10 car trains, 24/7 service, decent fares - been in existence for over 100 years. Your Podunk transit system is laughable. I'm surprised it has made it this far. NOW you are dropping the 8 car trains and giving us 6 car trains JUST when everyone is starting to go back to work. Dig a big hole and drop your system into Both fare increases and service cuts would be disastrous for the most vulnerable communities in DC. Bus routes, especially, are vital to people who don?t live or work near to a metro station. And metro wait time can already be in excess of 15-20 minutes, especially with frequent delays. While I personally would be able to handle the proposed fare increases, many other DC residents would not. There doesn't seem to be any fare collection on many bus routes. Instead of cutting service frequency for peak hours and on well-used routes (e.g. S2, metrorail) I would advocate for cutting less-used routes	Bus Service Rail Service Fares/Fees/Parking Bus Service
Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not Metro should not cut well-used services and needs to consider its impact on lower-income workers. WMATA - What a miserable system you have crafted. I'm used to the NYC transit system - 10 car trains, 24/7 service, decent fares - been in existence for over 100 years. Your Podunk transit system is laughable. I'm surprised it has made it this far. NOW you are dropping the 8 car trains and giving us 6 car trains JUST when everyone is starting to go back to work. Dig a big hole and drop your system into Both fare increases and service cuts would be disastrous for the most vulnerable communities in DC. Bus routes, especially, are vital to people who don?t live or work near to a metro station. And metro wait time can already be in excess of 15-20 minutes, especially with frequent delays. While 1 personally would be able to handle the proposed fare increases, many other DC residents would not. There doesn't seem to be any fare collection on many bus routes. Instead of cutting service frequency for peak hours and on well-used routes (e.g. S2, metrorail) I would advocate for cutting less-used routes and reducing stop frequency	Bus Service Rail Service Fares/Fees/Parking
Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not Metro should not cut well-used services and needs to consider its impact on lower-income workers. WMATA - What a miserable system you have crafted. I'm used to the NYC transit system - 10 car trains, 24/7 service, decent fares - been in existence for over 100 years. Your Podunk transit system is laughable. I'm surprised it has made it this far. NOW you are dropping the 8 car trains and giving us 6 car trains JUST when everyone is starting to go back to work. Dig a big hole and drop your system into Both fare increases and service cuts would be disastrous for the most vulnerable communities in DC. Bus routes, especially, are vital to people who don?t live or work near to a metro station. And metro wait time can already be in excess of 15-20 minutes, especially with frequent delays. While I personally would be able to handle the proposed fare increases, many other DC residents would not. There doesn't seem to be any fare collection on many bus routes. Instead of cutting service frequency for peak hours and on well-used routes (e.g. S2, metrorail) I would advocate for cutting less-used routes and reducing stop frequency	Bus Service Rail Service Fares/Fees/Parking Bus Service Bus Service
Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not Metro should not cut well-used services and needs to consider its impact on lower-income workers. WMATA - What a miserable system you have crafted. I'm used to the NYC transit system - 10 car trains, 24/7 service, decent fares - been in existence for over 100 years. Your Podunk transit system is laughable. I'm surprised it has made it this far. NOW you are dropping the 8 car trains and giving us 6 car trains JUST when everyone is starting to go back to work. Dig a big hole and drop your system into Both fare increases and service two wold be disastrous for the most vulnerable communities in DC. Bus routes, especially, are vital to people who don?t live or work near to a metro station. And metro wait time can already be in excess of 15-20 minutes, especially with frequent delays. While 1 personally would be able to handle the proposed fare increases, many other DC residents would not. There doesn't seem to be any fare collection on many bus routes. Instead of cutting service frequency for peak hours and on well-used routes (e.g. 52, metrorail) I would advocate for cutting less-used routes and reducing stop frequency Many people use the bus without scanning the fare box, I see it multiple times every time I use the bus. If you are better at enforcing this maybe you won?t need to charge extra to those who actually do pay.	Bus Service Rail Service Fares/Fees/Parking Bus Service Bus Service
1. Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not Metro should not cut well-used services and needs to consider its impact on lower-income workers. WMATA - What a miserable system you have crafted. I'm used to the NYC transit system - 10 car trains, 24/7 service, decent fares - been in existence for over 100 years. Your Podunk transit system is laughable. I'm surprised it has made it this far. NOW you are dropping the 8 car trains and giving us 6 car trains JUST when everyone is starting to go back to work. Dig a big hole and drop your system into Both fare increases and service cuts would be disastrous for the most vulnerable communities in DC. Bus routes, especially, are vital to people who don?t live or work near to a metro station. And metro wait time can already be in excess of 15-20 minutes, especially with frequent delays. While I personally would be able to handle the proposed fare increases, many other DC residents would not. There doesn't seem to be any fare collection on many bus routes. Instead of cutting service frequency for peak hours and on well-used routes (e.g. 52, metrorail) I would advocate for cutting less-used routes and reducing stop frequency Many people use the bus without scanning the fare box, I see it multiple times every time I use the bus. If you are better at enforcing this maybe you won?t need to charge extra to tose who actually do pay. Service cuts to stations with low ridership will just drive away the customers who can only use those	Bus Service Rail Service Fares/Fees/Parking Bus Service Bus Service
Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not Metro should not cut well-used services and needs to consider its impact on lower-income workers. WMATA - What a miserable system you have crafted. I'm used to the NYC transit system - 10 car trains, 24/7 service, decent fares - been in existence for over 100 years. Your Podunk transit system is laughable. I'm surprised it has made it this far. NOW you are dropping the 8 car trains and giving us 6 car trains JUST when everyone is starting to go back to work. Dig a big hole and drop your system into Both fare increases and service cuts would be disastrous for the most vulnerable communities in DC. Bus routes, especially, are vital to people who don?t live or work near to a metro station. And metro wait time can already be in excess of 15-20 minutes, especially with frequent delays. While I personally would be able to handle the proposed fare increases, many other DC residents would not. There doesn't seem to be any fare collection on many bus routes. Instead of cutting service frequency for peak hours and on well-used routes (e.g. S2, metrorail) I would advocate for cutting less-used routes and reducing stop frequency Many people use the bus without scanning the fare box, I see it multiple times every time I use the bus. If you are better at enforcing this maybe you won?t need to charge extra to those who actually do pay. Service cuts to stations with low ridership will just drive away the customers who can only use those stations or are planning to use those stations, said as someone who uses low ridership stations and	Bus Service Rail Service Fares/Fees/Parking Bus Service Bus Service
Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not Metro should not cut well-used services and needs to consider its impact on lower-income workers. WMATA - What a miserable system you have crafted. I'm used to the NYC transit system - 10 car trains, 24/7 service, decent fares - been in existence for over 100 years. Your Podunk transit system is laughable. I'm surprised it has made it this far. NOW you are dropping the 8 car trains and giving us 6 car trains JUST when everyone is starting to go back to work. Dig a big hole and drop your system into Both fare increases and service cuts would be disastrous for the most vulnerable communities in DC. Bus routes, especially, are vital to people who don?t live or work near to a metro station. And metro wait time can already be in excess of 15-20 minutes, especially with frequent delays. While I personally would be able to handle the proposed fare increases, many other DC residents would not. There doesn't seem to be any fare collection on many bus routes. Instead of cutting service frequency for peak hours and on well-used routes (e.g. S2, metrorail) I would advocate for cutting less-used routes and reducing stop frequency Many people use the bus without scanning the fare box, I see it multiple times every time I use the bus. If you are better at enforcing this maybe you won?t need to charge extra to those who actually do pay. Service cuts to stations with low ridership will just drive away the customers who can only use those stations or are planning to use those stations, aid as someone who uses low ridership stations and cannot drive. I have never seen anyone stopped for jumping a faregate on the western side of the silver	Bus Service Rail Service Fares/Fees/Parking Bus Service Bus Service
Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not Metro should not cut well-used services and needs to consider its impact on lower-income workers. WMATA - What a miserable system you have crafted. I'm used to the NYC transit system - 10 car trains, 24/7 service, decent fares - been in existence for over 100 years. Your Podunk transit system is laughable. I'm surprised it has made it this far. NOW you are dropping the 8 car trains and giving us 6 car trains JUST when everyone is starting to go back to work. Dig a big hole and drop your system into Both fare increases and service cuts would be disastrous for the most vulnerable communities in DC. Bus routes, especially, are vital to people who don?t live or work near to a metro station. And metro wait time can already be in excess of 15-20 minutes, especially with frequent delays. While I personally would be able to handle the proposed fare increases, many other DC residents would not. There doesn't seem to be any fare collection on many bus routes. Instead of cutting service frequency for peak hours and on well-used routes (e.g. S2, metrorail) I would advocate for cutting less-used routes and reducing stop frequency Many people use the bus without scanning the fare box, I see it multiple times every time I use the bus. If you are better at enforcing this maybe you won?t need to charge extra to those who actually do pays stations or are planning to use those stations, said as someone who uses low ridership stations and	Bus Service Rail Service Fares/Fees/Parking Bus Service Bus Service
1. Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not Metro should not cut well-used services and needs to consider its impact on lower-income workers. WMATA - What a miserable system you have crafted. I'm used to the NYC transit system 10 car trains, 24/7 service, decent fares - been in existence for over 100 years. Your Podunk transit system is laughable. I'm surprised it has made it this far. NOW you are dropping the 8 car trains and giving us 6 car trains JUST when everyone is starting to go back to work. Dig a big hole and drop your system into Both fare increases and service cuts would be disastrous for the most vulnerable communities in DC. Bus routes, especially, are vital to people who don?t live or work near to a metro station. And metro wait time can already be in excess of 15-20 minutes, especially with frequent delays. While 1 personally would be able to handle the proposed fare increases, many other DC residents would not. There doesn't seem to be any fare collection on many bus routes. Instead of cutting service frequency for peak hours and on well-used routes (e.g. 52, metrorail) I would advocate for cutting less-used routes and reducing stop frequency. Many people use the bus without scanning the fare box, I see it multiple times every time I use the bus. If you are better at enforcing this maybe you won?t need to charge extra to those who actually do pay. Service cuts to stations with low ridership will just drive away the customers who can only use those stations or are planning to use those stations, said as someone who uses low ridership stations and cannot drive. I have never seen anyone stopped for jumping a faregate on the western side of the silver line, and a whole lot of money was spent to fix that issue but nothing changed. I find that the best way	Bus Service Rail Service Fares/Fees/Parking Bus Service Bus Service
1. Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not Metro should not cut well-used services and needs to consider its impact on lower-income workers. WMATA - What a miserable system you have crafted. I'm used to the NYC transit system - 10 car trains, 24/7 service, decent fares - been in existence for over 100 years. Your Podunk transit system is laughable. I'm surprised it has made it this far. NOW you are dropping the 8 car trains and giving us 6 car trains JUST when everyone is starting to go back to work. Dig a big hole and drop your system into Both fare increases and service cuts would be disastrous for the most vulnerable communities in DC. Bus routes, especially, are vital to people who don?t live or work near to a metro station. And metro wait time can already be in excess of 15-20 minutes, especially with frequent delays. While I personally would be able to handle the proposed fare increases, many other DC residents would not. There doesn't seem to be any fare collection on many bus routes. Instead of cutting less-used routes and reducing stop frequency Many people use the bus without scanning the fare box, I see it multiple times every time I use the bus. If you are better at enforcing this maybe you won?t need to charge extra to those who actually do pay. Service cuts to stations with low ridership will just drive away the customers who can only use those stations or are planning to use those stations, said as someone who uses low ridership stations and cannot drive. I have never seen anyone stopped for jumping a faregate on the western side of the silver line, and a whole to of money was spent to fix that issue but nothing changed. I find that the best way to deter fare jumpers is what happens at the Herndon station weekdays around 8 am: the station	Bus Service Rail Service Fares/Fees/Parking Bus Service Bus Service
1. Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not Metro should not cut well-used services and needs to consider its impact on lower-income workers. WMATA - What a miserable system you have crafted. I'm used to the NYC transit system - 10 car trains, 24/7 service, decent fares - been in existence for over 100 years. Your Podunk transit system is laughable. I'm surprised it has made it this far. NOW you are dropping the 8 car trains and giving us 6 car trains JUST when everyone is starting to go back to work. Dig a big hole and drop your system into Both fare increases and service cuts would be disastrous for the most vulnerable communities in DC. Bus routes, especially, are vital to people who don?t live or work near to a metro station. And metro wait time can already be in excess of 15-20 minutes, especially with frequent delays. While I personally would be able to handle the proposed fare increases, many other DC residents would not. There doesn't seem to be any fare collection on many bus routes. Instead of cutting service frequency for peak hours and on well-used routes (e.g. S2, metrorail) I would advocate for cutting les-used routes and reducing stop frequency Many people use the bus without scanning the fare box, I see it multiple times every time I use the bus. If you are better at enforcing this maybe you won?t need to charge extra to those who actually do pay. Service cuts to stations with low ridership will just drive away the customers who can only use those stations or are planning to use those stations, said as someone who uses low ridership stations and cannot drive. I have never seen anyone stopped for jumping a faregate on the western side of the silver line, and a whole lot of money was spent to fix that issue but nothing changed. I find that the best way no deber fare jumpers is what happens at the He	Bus Service Rail Service Fares/Fees/Parking Bus Service Bus Service
Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not Metro should not cut well-used services and needs to consider its impact on lower-income workers. WMATA - What a miserable system you have crafted. I'm used to the NYC transit system - 10 car trains, 24/7 service, decent fares - been in existence for over 100 years. Your Podunk transit system is laughable. I'm surprised it has made it this far. NOW you are dropping the 8 car trains and giving us 6 car trains JUST when everyone is starting to go back to work. Dig a big hole and drop your system into Both fare increases and service cuts would be disastrous for the most vulnerable communities in DC. Bus routes, especially, are vital to people who don?t live or work near to a metro station. And metro wait time can already be in excess of 15-20 minutes, especially with frequent delays. While I personally would be able to handle the proposed fare increases, many other DC residents would not. There doesn't seem to be any fare collection on many bus routes. Instead of cutting service frequency for peak hours and on well-used routes (e.g. 52, metrorail) I would advocate for cutting less-used routes and reducing stop frequency Many people use the bus without scanning the fare box, I see it multiple times every time I use the bus. If you are better at enforcing this maybe you won?t need to charge extra to those who actually do pay. Service cuts to stations with low ridership will just drive away the customers who can only use those stations or are planning to use those stations, and as someone who uses low ridership stations and cannot drive. I have never seen anyone stopped for jumping a faregate on the western side of the silver line, and a whole lot of money was spent to fix that issue but nothing changed. I find that the best way to deter fare jumpers is what happens at the	Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service
1. Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not Metro should not cut well-used services and needs to consider its impact on lower-income workers. WMATA - What a miserable system you have crafted. I'm used to the NYC transit system - 10 car trains, 24/7 service, decent fares - been in existence for over 100 years. Your Podunk transit system is laughable. I'm surprised it has made it this far. NOW you are dropping the 8 car trains and giving us 6 car trains JUST when everyone is starting to go back to work. Dig a big hole and drop your system into Both fare increases and service cuts would be disastrous for the most vulnerable communities in DC. Bus routes, especially, are vital to people who don?t live or work near to a metro station. And metro wait time can already be in excess of 15-20 minutes, especially with frequent delays. While I personally would be able to handle the proposed fare increases, many other DC residents would not. There doesn't seem to be any fare collection on many bus routes. Instead of cutting service frequency for peak hours and on well-used routes (e.g. 52, metrorail) I would advocate for cutting less-used routes and reducing stop frequency Many people use the bus without scanning the fare box, I see it multiple times every time I use the bus. If you are better at enforcing this maybe you won?t need to charge extra to those who actually do pay. Service cuts to stations with low ridership will just drive away the customers who can only use those stations or are planning to use those stations, said as someone who uses low ridership stations and cannot drive. I have never seen anyone stopped for jumping a faregate on the western side of the silver line, and a whole lot of money was spent to fix that issue but nothing changed. I find that the best way to deter fare jumpers is what happens at the H	Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service
1. Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not Metro should not cut well-used services and needs to consider its impact on lower-income workers. WMATA - What a miserable system you have crafted. I'm used to the NYC transit system 10 car trains, 24/7 service, decent fares - been in existence for over 100 years. Your Podunk transit system is laughable. I'm surprised it has made it this far. NOW you are dropping the 8 car trains and giving us 6 car trains JUST when everyone is starting to go back to work. Dig a big hole and drop your system into Both fare increases and service cuts would be disastrous for the most vulnerable communities in DC. Bus routes, especially, are vital to people who don't live or work near to a metro station. And metro wait time can already be in excess of 15-20 minutes, especially with frequent delays. While 1 personally would be able to handle the proposed fare increases, many other DC residents would not. There doesn't seem to be any fare collection on many bus routes. Instead of cutting service frequency for peak hours and on well-used routes (e.g. 52, metrorail) 1 would advocate for cutting less-used routes and reducing stop frequency Many people use the bus without scanning the fare box, I see it multiple times every time I use the bus. If you are better at enforcing this maybe you won?t need to charge extra to those who actually do pay. Service cuts to stations with low ridership will just drive away the customers who can only use those stations or are planning to use those stations, said as someone who uses low ridership stations and cannot drive. I have never seen anyone stopped for jumping a faregate on the western side of the silver line, and a whole lot of money was spent to fix that issue but nothing changed. I find that the best way to deter fare jumpers is what happens at the Her	Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service
1. Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not Metro should not cut well-used services and needs to consider its impact on lower-income workers. WMATA - What a miserable system you have crafted. I'm used to the NYC transit system - 10 car trains, 24/7 service, decent fares - been in existence for over 100 years. Your Podunk transit system is laughable. I'm surprised it has made it this far. NOW you are dropping the 8 car trains and giving us 6 car trains JUST when everyone is starting to go back to work. Dig a big hole and drop your system into Both fare increases and service cuts would be disastrous for the most vulnerable communities in DC. Bus routes, especially, are vital to people who don?t live or work near to a metro station. And metro wait time can already be in excess of 15-20 minutes, especially with frequent delays. While I personally would be able to handle the proposed fare increases, many other DC residents would not. There doesn't seem to be any fare collection on many bus routes. Instead of cutting less-used routes and reducing stop frequency Many people use the bus without scanning the fare box, I see it multiple times every time I use the bus. If you are better at enforcing this maybe you won?t need to charge extra to those who actually do pay. Service cuts to stations with low ridership will just drive away the customers who can only use those stations or are planning to use those station, said as someone who uses low ridership stations and cannot drive. I have never seen anyone stopped for jumping a faregate on the western side of the silver line, and a whole to of money was spent to fix that issue but nothing changed. I find that the best way to deter fare jumpers is what happens at the Herndon station weekdays around 8 am: the station manger is out in the area bef	Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service
1. Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not Metro should not cut well-used services and needs to consider its impact on lower-income workers. WMATA - What a miserable system you have crafted. I'm used to the NYC transit system - 10 car trains, 24/7 service, decent fares - been in existence for over 100 years. Your Podunk transit system is laughable. I'm surprised it has made it this far. NOW you are dropping the 8 car trains and giving us 6 car trains JUST when everyone is starting to go back to work. Dig a big hole and drop your system into Both fare increases and service cuts would be disastrous for the most vulnerable communities in DC. Bus routes, especially, are vital to people who don?t live or work near to a metro station. And metro wait time can already be in excess of 15-20 minutes, especially with frequent delays. While I personally would be able to handle the proposed fare increases, many other DC residents would not. There doesn't seem to be any fare collection on many bus routes. Instead of cutting service frequency for peak hours and on well-used routes (e.g. S2, metrorail) I would advocate for cutting less-used routes and reducing stop frequency Many people use the bus without scanning the fare box, I see it multiple times every time I use the bus. If you are better at enforcing this maybe you won?t need to charge extra to those who an outually do pay stations or are planning to use those stations, said as someone who uses low ridership stations and cannot drive. I have never seen anyone stopped for jumping a faregate on the western side of the silver line, and a whole lot of money was spent to fix that issue but nothing changed. I find that the best way to deter fare jumpers is what happens at the Herndon station weekdays around 8 am: the station manager is out in the area before the faregates, sm	Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Operating Budget, Management and Spending
Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not Metro should not cut well-used services and needs to consider its impact on lower-income workers. WMATA - What a miserable system you have crafted. I'm used to the NYC transit system - 10 car trains, 24/7 service, decent fares - been in existence for over 100 years. Your Podunk transit system is laughable. I'm surprised it has made it this far. NOW you are dropping the 8 car trains and giving us 6 car trains JUST when everyone is starting to go back to work. Dig a big hole and drop your system into Both fare increases and service cuts would be disastrous for the most vulnerable communities in DC. Bus routes, especially, are vital to people who don?t live or work near to a metro station. And metro wait time can already be in excess of 15-20 minutes, especially with frequent delays. While I personally would be able to handle the proposed fare increases, many other DC residents would not. There doesn't seem to be any fare collection on many bus routes. Instead of cutting service frequency for peak hours and on well-used routes (e.g. S2, metrorail) I would advocate for cutting less-used routes and reducing stop frequency Many people use the bus without scanning the fare box, I see it multiple times every time I use the bus. If you are better at enforcing this maybe you won?t need to charge extra to those who analculally do pay. Service cuts to stations with low ridership will just drive away the customers who can only use those to deter fare jumpers is what happens at the Herndon station weekdays around 8 am: the station manager is out in the area before the faregates, smilling and talking to people. I have never seen anyone jump a gate while he is there. The real issue most of the stations have is visibility of the station employees - you are a lot less likely to jump a	Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking
1. Address those who don?t pay (it?s lost revenue) 2. Sell renewable and time limited advertising space on rail & bus (revenue) 3. Address the rudeness, apathy, inconsiderate behavior & attitude of several employees. Some are great, many are not Metro should not cut well-used services and needs to consider its impact on lower-income workers. WMATA - What a miserable system you have crafted. I'm used to the NYC transit system - 10 car trains, 24/7 service, decent fares - been in existence for over 100 years. Your Podunk transit system is laughable. I'm surprised it has made it this far. NOW you are dropping the 8 car trains and giving us 6 car trains JUST when everyone is starting to go back to work. Dig a big hole and drop your system into Both fare increases and service cuts would be disastrous for the most vulnerable communities in DC. Bus routes, especially, are vital to people who don?t live or work near to a metro station. And metro wait time can already be in excess of 15-20 minutes, especially with frequent delays. While I personally would be able to handle the proposed fare increases, many other DC residents would not. There doesn't seem to be any fare collection on many bus routes. Instead of cutting service frequency for peak hours and on well-used routes (e.g. S2, metrorail) I would advocate for cutting less-used routes and reducing stop frequency Many people use the bus without scanning the fare box, I see it multiple times every time I use the bus. If you are better at enforcing this maybe you won?t need to charge extra to those who an outually do pay stations or are planning to use those stations, said as someone who uses low ridership stations and cannot drive. I have never seen anyone stopped for jumping a faregate on the western side of the silver line, and a whole lot of money was spent to fix that issue but nothing changed. I find that the best way to deter fare jumpers is what happens at the Herndon station weekdays around 8 am: the station manager is out in the area before the faregates, sm	Bus Service Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Operating Budget, Management and Spending

Comment	Category
25% is excessive. The fare increase vs service cuts is unrealistic. Service cuts are not an option. It is Metro grandstanding in order to get fare increases or justify service cuts. Should address improving	
efficiencies and giving summary on what isn?t getting done without and what is being done internally	
to help solve the funding problem, without citizens having to weed through the budget. Metro seen as	
always taking without giving back. Need to get Congress to appropriate funds to metro and pressure	
States to establish permanent funding lines.	Operating Budget, Management and Spending
Take some money out of the MPD budget.	Operating Budget, Management and Spending
Making all these proposed cuts will send WMATA into a death spiral of lower frequencies leading to	
lower demand leading to less revenue and increased car traffic, which will lead to more cuts and less	A 45 11
demand, etc. metrorail is a public service not a private business, obsessing over budget and profitability is wrong, just	Miscellaneous
provide the service of public transit as best you can, and stop trying to increase the fare, if anything you	
all need to be decreasing the fare if not removing it. always worried about your budget, stop the	
corruption within your organization, buying these expensive new trains that don't even work for	
billions off of a collusion deal and firing your engineers who recognize safety fallacies before having to	
decomission them anyway and how much are the upper levels of administration getting paid? vs the	
operators? exactly. do better yall	Operating Budget, Management and Spending
Just put those new gates at every station, especially the ones where all the poor Hispanic and black	
people live cause let?s be honest no white or Asian people jump gates	Rail Service
Please do not enact service cuts. That would be disastrous for my daily commute. My husband and I chose our house specifically because it provided access to the Glenmont metro station. I depend on it	
daily to get to work, particularly given the state of DC traffic. You?re taking away a literal lifeline. And	
doing things like increasing time between trains or turning certain trains back is equally catastrophic. It	
means more time away from family, more wasted time commuting. You?re taking away a service that	
tens of thousands of us depend on and is critical to keeping downtown alive.	Bus Service
Please do not cut bus routes, for many DC residents who cannot afford or choose not to have a car for	
environmental reasons, busses are the only way to get to work and cutting routes could turn a 30	
minute commute into over an hour	Bus Service
Metro uses up way too much budget and isn't used enough. We need to lower the Metro budget and	Operation Dudent Measurement and Second 1999
cut unnecessary services. Changes should be reasonably balanced between service changes and fare increases. Riders on	Operating Budget, Management and Spending
alternative schedules (very early or late, midday) and those that do not live in high density areas are	
likely to switch to ridesharing or other means harming public transit usage.	Fares/Fees/Parking
Has no one involved with Metro ever heard of Walmart? Instead of creasing fares or cutting service,	
you should be CUTING fares to increase ridership.	Fares/Fees/Parking
increasing rates and cutting services, while feeling like necessary measures, will only gut the system and	
make it inaccessible to those who rely on it the most. Also, wait times increasing to 20 minutes seems	
ineffective when many riders use the metro for short rides. I think very few people would want to wait	
20+ minutes for a metro when they can take a taxi, or Uber for a short ride.	Rail Service
Please don't cut rush hour service. The metro is already crowded and uncomfortable during rush hour. Please don't cut weekend bus service either. the bus is often the most convenient way to get around	
the city, but it needs to be reliable for folks to use it.	Bus Service
Randy Clarke is doing a great job. He has a friendly personality and a nice butt!	Miscellaneous
Please don?t change L2 service. We already lost L1.	
,	Bus Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need	Bus Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access	
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc.	Bus Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through	
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle	Bus Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who	Bus Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller	Bus Service Miscellaneous
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be.	Bus Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller	Bus Service Miscellaneous
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons	Bus Service Miscellaneous Bus Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller (cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated!	Bus Service Miscellaneous Bus Service Rail Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NDT be cut and NO metro stops should be eliminated! Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't used	Bus Service Miscellaneous Bus Service Rail Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated! Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't useed Metro on Friday or Saturday nights since 2016 since the 3 AM service was cut back for SafeTrack. I	Bus Service Miscellaneous Bus Service Rail Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated! Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't usee Metro on Friday or Saturday nights since 2016 since the 3 AM service was cut back for SafeTrack. I could use Metro to get to DC currently, but I don't because I live by Reston Town Center Metro. An	Bus Service Miscellaneous Bus Service Rail Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated! Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't useed Metro on Friday or Saturday nights since 2016 since the 3 AM service was cut back for SafeTrack. I	Bus Service Miscellaneous Bus Service Rail Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated! Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't usee Metro on Friday or Saturday nights since 2016 since the 3 AM service was cut back for Safetrack. I could use Metro to get to DC currently, but I don't because I live by Reston Town Center Metro. An Uber back home is normally \$60-100, depending on the night, so it's too expensive (even at my income	Bus Service Miscellaneous Bus Service Rail Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated! Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't usee Metro on Friday or Saturday nights since 2016 since the 3 AM service was cut back for SafeTrack. I could use Metro to get to DC currently, but I don't because I live by Reston Town Center Metro. An Uber back home is normally \$60-100, depending on the night, so it's too expensive (even at my income level of \$100,000/yr). Do not let metro enter a death loop. Traffic is already horrendous in this area. If the system fails, it would only get worse.	Bus Service Miscellaneous Bus Service Rail Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated! Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't used Metro on Friday or Saturday nights since 2016 since the 3 AM service was cut back for SaferTack. I could use Metro to get to DC currently, but I don't because I live by Reston Town Center Metro. An Uber back home is normally \$60-100, depending on the night, so it's to expensive (even at my income level of \$100,000/yr). Do not let metro enter a death loop. Traffic is already horrendous in this area. If the system fails, it would only get worse.	Bus Service Miscellaneous Bus Service Rail Service Rail Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be liminated! Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't used Metro are into rule school and many other service to 2 AM. I haven't used Metro on Friday or Saturday nights since 2016 since the 3 AM service was cut back for SafeTrack. I could use Metro to DC currently, but I don't because I live by Reston Town Center Metro. An Uber back home is normally \$60-100, depending on the night, so it's too expensive (even at my income level of \$100,000/r). Do not let metro enter a death loop. Traffic is already horrendous in this area. If the system fails, it would only get worse. Jurisdictions need to provide the additional money to offset budget increases, service cuts, or fare increases will just diminish ridership. Multiyear funding is critical	Bus Service Miscellaneous Bus Service Rail Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated! Even if you're cutting back service, please 2016 since the 3 AM service was cut back for SafeTrack. I could use Metro to get to DC currently, but I don't because I live by Reston Town Center Metro. An Uber back home is normally \$60-100, depending on the night, so it's too expensive (even at my income level of \$100,000/yr). Do not let metro enter a death loop. Traffic is already horrendous in this area. If the system fails, it would only get worse. Jurisdictions need to provide the additional money to offset budget increase, service cuts, or fare increases will just diminish ridership. Multiyear funding is critical I want the system to be consistent and reliable. If that means service cuts or fare hikes, I will adjust	Bus Service Miscellaneous Bus Service Rail Service Rail Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated! Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't usee Metro on Friday or Saturday nights since 2016 since the 3 AM service was cut back for SafeTrack. I could use Metro enter a death loop. Traffic is already horrendous in this area. If the system fails, it would only get worse. Jurisdictions need to provide the additional money to offset budget increases, service cuts, or fare increases will just diminish ridership. Multiyear funding is critical I want the system to be consistent and reliable. If that means service cuts or fare hikes, I will adjust accordingly. But please don't take us back to the days with constant delays and the trains stopping and	Bus Service Miscellaneous Bus Service Rail Service Rail Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated! Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't used Metro to get to DC currently, but I don't because I live by Reston Town Center Metro. An Uber back home is normally \$60-100, depending on the night, so it's too expensive (even at my income level of \$100,000/yr). Do not let metro enter a death loop. Traffic is already horrendous in this area. If the system fails, it would only get worse. Jurisdictions need to provide the additional money to offset budget increases, service cuts, or fare increases will just diminish ridership. Multiyear funding is critical I want the system to be consistent and reliable. If that means service cuts or fare hikes, I will adjust accordingly. But please don't take us back to the days with constant delays and the trains stopping and starting all the time. The trains may not run as frequently these days but I know they will come and get	Bus Service Miscellaneous Bus Service Rail Service Rail Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated! Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't usee Metro on Friday or Saturday nights since 2016 since the 3 AM service was cut back for SafeTrack. I could use Metro enter a death loop. Traffic is already horrendous in this area. If the system fails, it would only get worse. Jurisdictions need to provide the additional money to offset budget increases, service cuts, or fare increases will just diminish ridership. Multiyear funding is critical I want the system to be consistent and reliable. If that means service cuts or fare hikes, I will adjust accordingly. But please don't take us back to the days with constant delays and the trains stopping and	Bus Service Miscellaneous Bus Service Rail Service Rail Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated! Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't used Metro on Friday or Saturday nights since 2016 since the 3 AM service was cut back for SafeTrack. I could use Metro o toget to DC currently, but I don't because I live by Reston Town Center Metro. An Uber back home is normally \$60-100, depending on the night, so it's too expensive (even at my income level of \$100,000/yr). Do not let metro enter a death loop. Traffic is already horrendous in this area. If the system fails, it would only get worse. Jurisdictions need to provide the additional money to offset budget increases, service cuts, or fare increases will just diminish ridership. Multiyear funding is critical I want the system to be consistent and reliable. If that means service cuts or fare hikes, I will adjust accordingly. But please don't take us back to the days with constant delays and the trains stopping and starting all the time. The trains may not run as frequently these days but I know they will come and get	Bus Service Miscellaneous Bus Service Rail Service Rail Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated! Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't used Metro on Friday or Saturday nights since 2016 since the 3 AM service was cut back for SafeTrack. I could use Metro o toget to DC currently, but I don't because I live by Reston Town Center Metro. An Uber back home is normally \$60-100, depending on the night, so it's too expensive (even at my income level of \$100,000/yr). Do not let metro enter a death loop. Traffic is already horrendous in this area. If the system fails, it would only get worse. Jurisdictions need to provide the additional money to offset budget increases, service cuts, or fare increases will just diminish ridership. Multiyear funding is critical I want the system to be consistent and reliable. If that means service cuts or fare hikes, I will adjust accordingly. But please don't take us back to the days with constant delays and the trains stopping and starting all the time. The trains may not run as frequently these days but I know they will come and get me whe	Bus Service Miscellaneous Bus Service Rail Service Rail Service Rail Service Operating Budget, Management and Spending
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated! Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't used Metro on Friday or Saturday nights since 2016 since the 3 AM service was cut back for SafeTrack. I could use Metro to get to DC currently, but I don't because I live by Reston Town Center Metro. An Uber back home is normally \$60-100, depending on the night, so it's too expensive (even at my income level of \$100,000/yr). Do not let metro enter a death loop. Traffic is already horrendous in this area. If the system fails, it would only get worse. Jurisdictions need to provide the additional money to offset budget increases, service cuts, or fare increases will just diminish ridership. Multiyear funding is critical I want the system to be consistent and reliable. If that means service cuts or fare hikes, I will adjust accordingly. But please don't take us back to the days with constant delays and the trains stopping and starting all the time. The trains may not run as frequently these days but I know they will come and get me wher	Bus Service Miscellaneous Bus Service Rail Service Rail Service Operating Budget, Management and Spending Bus Service Bus Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated! Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't usee Metro on Friday or Saturday nights since 2016 since the 3 AM service was cut back for SafeTrack. I could use Metro to get to DC currently, but I don't because I live by Reston Town Center Metro. An Uber back home is normally \$60-100, depending on the night, so it's too expensive (even at my income level of \$100,000/yr). Do not let metro enter a death loop. Traffic is already horrendous in this area. If the system fails, it would only get worse. Jurisdictions need to provide the additional money to offset budget increases, service cuts, or fare increases will just diminish ridership. Multiyear funding is critical I want the system to be consistent and reliable. If that means service cuts or fare hikes, I will adjust accordingly. But please don't take us back to the days with constant delays and the trains stopping and starting all the time. The trains may not run as frequently these days but 1 know they will come and get me where I nee	Bus Service Miscellaneous Bus Service Rail Service Rail Service Qperating Budget, Management and Spending Bus Service Bus Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated! Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't usec Metro on Friday or Saturday nights since 2016 since the 3 AM service was cut back for SafeTrack. I could use Metro set to DC currently, but I don't because I live by Reston Town Center Metro. An Uber back home is normally \$60-100, depending on the night, so it's too expensive (even at my income level of \$100,000/yr). Do not let metro enter a death loop. Traffic is already horrendous in this area. If the system fails, it would only get worse. Jurisdictions need to provide the additional money to offset budget increases, service cuts, or fare increases will just diminish ridership. Multiyear funding is critical I want the system to be consistent and reliable. If that means service cuts or fare hikes, I will adjust accordingly. But please don't take us back to the days with constant delays and the trains stopping and starting all the time. The trains may not run as frequently these days but I know they will come and get me where I	Bus Service Miscellaneous Bus Service Rail Service Rail Service Operating Budget, Management and Spending Bus Service Bus Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated! Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't used Metro on Friday or Saturday nights since 2016 since the 3 AM service was cut back for SafeTrack. I could use Metro o to get to DC currently, but I don't because I live by Reston Town Center Metro. An Uber back home is normally \$60-100, depending on the night, so it's too expensive (even at my income level of \$100,000/yr). Do not let metro enter a death loop. Traffic is already horrendous in this area. If the system fails, it would only get worse. Jurisdictions need to provide the additional money to offset budget increases, service cuts, or fare increases will just diminish ridership. Multiyear funding is critical I want the system to be consistent and reliable. If that means service cuts or fare hikes, I will adjust accordingly. But please don't take us back to the days with constant delays and the trains stopping and starting all the time. The trains may not run as frequently these days but I know they will come and get me wh	Bus Service Miscellaneous Bus Service Rail Service Rail Service Operating Budget, Management and Spending Bus Service Bus Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated! Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't use Metro on Friday or Saturday nights since 2016 since the 3 AM service was cut back for SafeTrack. I could use Metro to get to DC currently, but 1 don't because I live by Reston Town Center Metro. An Uber back home is normally \$60-100, depending on the night, so it's too expensive (even at my income level of \$100,000/yr). Do not let metro enter a death loop. Traffic is already horrendous in this area. If the system fails, it would only get worse. Jurisdictions need to provide the additional money to offset budget increases, service cuts, or fare increases will just diminish ridership. Multiyear funding is critical I want the system to be consistent and reliable. If that means service cuts or fare hikes, I will adjust accordingly. But please don't take us back to the days with constant delays and the trains stopping and starting all the time. The trains may not run as frequently these days but I know they will come and get mewhere I neeed	Bus Service Miscellaneous Bus Service Rail Service Rail Service Operating Budget, Management and Spending Bus Service Bus Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated! Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't used Metro on Friday or Saturday nights since 2016 since the 3 AM service was cut back for SafeTrack. I could use Metro o to get to DC currently, but I don't because I live by Reston Town Center Metro. An Uber back home is normally \$60-100, depending on the night, so it's too expensive (even at my income level of \$100,000/yr). Do not let metro enter a death loop. Traffic is already horrendous in this area. If the system fails, it would only get worse. Jurisdictions need to provide the additional money to offset budget increases, service cuts, or fare increases will just diminish ridership. Multiyear funding is critical I want the system to be consistent and reliable. If that means service cuts or fare hikes, I will adjust accordingly. But please don't take us back to the days with constant delays and the trains stopping and starting all the time. The trains may not run as frequently these days but I know they will come and get me wh	Bus Service Miscellaneous Bus Service Rail Service Rail Service Operating Budget, Management and Spending Bus Service Bus Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro ratil for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated! Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't usee Metro on Friday or Saturday nights since 2016 since the 3 AM service was cut back for SafeTrack. I could use Metro to get to DC currently, but I don't because I live by Reston Town Center Metro. An Uber back home is normally \$60-100, depending on the night, so it's too expensive (even at my income level of \$100,000/yr). Do not let metro enter a death loop. Traffic is already horrendous in this area. If the system fails, it woould only get worse. Jurisdictions need to provide the additional money to offset budget increases, service cuts, or fare increases will just diminish ridership. Multiyear funding is critical I wany the system to be consistent and reliable. If that means service cuts or fare hikes, I will adjust accordingly. But please don't take us back to the days with constant delays and the trains stopping and starting all the time. The trains may not run as frequently these days but 1 know they will come and get me where I n	Bus Service Miscellaneous Bus Service Rail Service Rail Service Operating Budget, Management and Spending Bus Service Bus Serv
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated! Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't used Metro on Fiday or Saturday nights since 2016 since the 3 AM service was cut back for SafeTrack. I could use Metro o toget to DC currently, but I don't because I live by Reston Town Center Metro. An Uber back home is normally \$60-100, depending on the night, so it's too expensive (even at my income level of \$100,000/yr). Do not let metro enter a death loop. Traffic is already horrendous in this area. If the system fails, it would only get worse. Jurisdictions need to provide the additional money to offset budget increases, service cuts, or fare increases will just diminish ridership. Multiyear funding is critical i want the system to be consistent and reliable. If that means service cuts or fare hikes, I will adjust accordingly. But please don't take us back to the days with constant delays and the trains stopping and starting all the time. The trains may not run as frequently these days but I know they will come and get me wher	Bus Service Miscellaneous Bus Service Rail Service Rail Service Operating Budget, Management and Spending Bus Service
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated! Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't used Metro on Friday or Saturday nights since 2016 since the 3 AM service was cut back for SafeTrack. I could use Metro to Dc Currently, but I don't because I live by Reston Town Center Metro. An Uber back home is normally \$60-100, depending on the night, so it's too expensive (even at my income level of \$100,000/yr). Do not let metro enter a death loop. Traffic is already horrendous in this area. If the system fails, it would only get worse. Jurisdictions need to provide the additional money to offset budget increases, service cuts, or fare increases will just diminish ridership. Multiyear funding is critical I want the system to be consistent and reliable. If that means service cuts or fare hikes, I will adjust accordingly. But please don't take us back to the days with constant delays and the trains stopping and starting all the time. The trains may not run as frequently these days but I know they will come and get me where I nee	Bus Service Miscellaneous Bus Service Rail Service Rail Service Qperating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated! Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't used Metro on Friday or Saturday nights since 2016 since the 3 AM service was cut back for SafeTrack. I could use Metro to get to DC currently, but I don't because I live by Reston Town Center Metro. An Uber back home is normally \$60-100, depending on the night, so it's too expensive (even at my income level of \$100,000/yr). Do not let metro enter a death loop. Traffic is already horrendous in this area. If the system fails, it would only get worse. Jurisdictions need to provide the additional money to offset budget increases, service cuts, or fare increases will just diminish ridership. Multiyear funding is critical I want the system to be consistent and reliable. If that means service cuts or fare hikes, I will adjust accordingly. But please don't take us back to the days with constant delays and the trains stopping and starting all the time. The trains may not run as frequently these days but I know they will come and get me wher	Bus Service Miscellaneous Bus Service Rail Service Rail Service Qperating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated! Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't use Metro on the diay or Saturday nights since 2016 since the 3 AM service was cut back for SafeTrack. I could use Metro to get to DC currently, but 1 don't because I live by Reston Town Center Metro. An Uber back home is normally \$60-100, depending on the night, so it's too expensive (even at my income level of \$100,000/yr). Do not let metro enter a death loop. Traffic is already horrendous in this area. If the system fails, it would only get worse. Jurisdictions need to provide the additional money to offset budget increases, service cuts, or fare increases will just diminish ridership. Multiyear funding is critical I want the system to be consistent and reliable. If that means service cuts or fare hikes, I will adjust accordingly. But please don't take us back to the days with constant delays and the trains stopping and starting all the time. The trains may not run as frequently these days but I know they will come and get me where I ne	Bus Service Miscellaneous Bus Service Rail Service Rail Service Qperating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rail services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated! Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't usee Metro on Friday or Saturday nights since 2016 since the 3 AM service was cut back for SafeTrack. I could use Metro to get to DC currently, but I don't because I live by Reston Town Center Metro. An Uber back home is normally \$60-100, depending on the night, so it's too expensive (even at my income level of \$100,000/yr). Do not let metro enter a death loop. Traffic is already horrendous in this area. If the system fails, it would only get worse. Jurisdictions need to provide the additional money to offset budget increases, service cuts, or fare increases will just diminish ridership. Multiyear funding is critical I want the system to be consistent and reliable. If that means service cuts or fare hikes, I will adjust accordingly. But please don't take us back to the days with constant delays and the trains stopping and starting all the time. The trains may not run as frequently these days but 1 know they will come and get me where I nee	Bus Service Miscellaneous Bus Service Rail Service Rail Service Qperating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime
Eliminating the B routes would stop all service for Metro-bus and Metro Access in Bowie. This is a need for employment and services which will put a number of disabled people back at home without access to jobs, doctors appointments, etc. This would be a tragedy if it goes through Please, please don't cut service to the SW/Wharf area. Make the 74 bus go all the way to Dupont Circle rather than stopping at the convention center. We need the 52 to go even more often. The people who use the buses are often disabled or very poor. Increase the services, not decrease them. Put on smaller /cheaper buses if need be. I deeply oppose cutting metro rall services in any way. Many people to include myself heavily rely on affordable Metro rail for transportation to work, school and many other places. With trains taking longer to arrive also contribute to unsafe Metro environments. These are just a few of the reasons Metro service should NOT be cut and NO metro stops should be eliminated! Even if you're cutting back service, please consider running late night rail service to 2 AM. I haven't use Metro on the gad van jughts since 2016 since the 3 AM service was cut back for SafeTrack. I could use Metro to get to DC currently, but I don't because I live by Reston Town Center Metro. An Uber back home is normally \$60-100, depending on the night, so it's too expensive (even at my income level of \$100,000/yr). Do not let metro enter a death loop. Traffic is already horrendous in this area. If the system fails, it would only get worse. Jurisdictions need to provide the additional money to offset budget increases, service cuts, or fare increases will just diminish ridership. Multiyear funding is critical I want the system to be consistent and reliable. If that means service cuts or fare hikes, I will adjust accordingly. But please don't take us back to the days with constant delays and the trains stopping and starting all the time. The trains may not run as frequently these days but I know they will comer and get we have l D31 would m	Bus Service Miscellaneous Bus Service Rail Service Rail Service Qperating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime

Comment	Category
Reducing service would be a huge mistake. The main reason to have a transit system is to provide people with a convenient alternative to driving, so making Metro less convenient and accessible by	
increasing time between trains and decreasing the number of stations would completely defeat the	
purpose of the service even existing. Given how many people in the area rely on Metro to get to work	
and leisure destinations (sports, museums, restaurants, etc.) combined with the infrastructure in place	
to handle traffic and parking, I confidently predict that proposed cuts to Metro services would have	
catastrophic effects on the area's economy with people being unable to get to work or be able to go This whole thing really sucks. I guess I'd rather pay more than take a ride share which will inherently be	Fares/Fees/Parking
more money but no one is getting paid more while also being asked to come into the office more	
frequently. The people who rely on public transit to get to their jobs can't pay more.	Miscellaneous
Service cuts will severely increase mine and many others commute times. I urge you to keep service	
times shorter during rush hour.	Bus Service
Please do not decrease the frequency of which Silver Line MetroRail Trains operate, this will decrease	Due Comito
my likelihood of using MetroRail and Driving to work instead. I am in favor of higher taxes to cover the shortfall. Access should be a public service and shouldn't	Bus Service
depend on ridership. Make it free and cover the cost with a tax increase.	Fares/Fees/Parking
The Silver line already is troublesome because it is the only line to get to certain areas and runs less	
frequently. Please avoid service cuts to the Silver line	Bus Service
Public transit needs to be funded through taxes far beyond what it receives through fares. Taxes in cars	
entering DC could both reduce congestion and provide funds for buses and rail service. I typically travel	Bus Sanisa
by foot or bike because of the infrequent departures of buses and rail. Please increase fares and save the MetroBus lines. Many people, including myself, and required to	Bus Service
commute from Virginia into DC at least three days a week. Eliminating routes like the 21C would	
increase my travel time every day by an hour. That is time away from work and family that cannot be	
replaced. Please increase fare costs as necessary and find other methods of funding?we rely on	
Metrobus and rail to get to work in the efficient and responsible way that benefits everyone.	Bus Service
The metro is my only way of getting around the city and having increased fares and no service after 10pm would have a drastic negative impact on my life.	Fares/Fees/Parking
You want to make the Metro more expensive AND less accessible? Ya'll have to be out of your GD	n on con riccon right
minds. I like to take the Metro to work, but I'll NEVER use it with these proposals.	Rail Service
1. Public Engagement: Engage with the public through surveys, town hall meetings, and other outreach	
efforts to explain the reasons for the fare increase and gather feedback from riders. 2. Transparency: Be	
transparent about the financial challenges facing WMATA and the specific reasons for the fare increase. Provide clear and detailed information about how the additional revenue will be used to improve	
service and infrastructure. 3. Communication: Develop a comprehensive communication plan to inform	
riders about the fare increase, including signage at stations, announcements on trains and buses, and	
updates on the WMATA website and social media channels. 4. Accountability: Hold WMATA	
accountable for delivering on the promised improvements in service and infrastructure that are funded	
by the fare increase. Regularly update riders on progress and address any concerns or complaints	
promptly. 5. Collaboration: Work with local government officials, advocacy groups, and other stakeholders to build support for the fare increase and ensure that it is implemented effectively. 6. Fare	
Structure: Consider implementing a more equitable fare structure that takes into account riders' ability	
to pay, such as offering discounts for low-income riders or implementing a sliding scale based on	
income. 7. Service Improvements: Use the additional revenue from the fare increase to make tangible	
improvements to service, such as increasing frequency of trains and buses, reducing wait times, and	
enhancing overall rider experience. 8. Accessibility: Ensure that the fare increase does not	
disproportionately impact low-income riders or communities that rely heavily on public transportation. Consider implementing programs to provide assistance or discounts to those who may be financially	Operating Budget, Management and Spending
Work on delays during rush hours on main routes Enforcement of fares on rides is necessary	Operating Budget, Management and Spending Bus Service
I am writing to express my deep concern regarding the proposed cuts within the WMATA system. As a	
resident and regular user of WMATA services, I strongly oppose any reductions to our public transit	
network. Public transportation is an essential lifeline for countless individuals in our community,	
providing access to employment, education, healthcare, and essential services. Any cuts to bus routes,	
train frequencies, or other services would disproportionately impact low-income communities, seniors, individuals with disabilities, and essential workers who rely on public transit to meet their daily needs.	
Reduced service levels would not only inconvenience passengers but also exacerbate traffic congestion,	
environmental pollution, and economic inequality. It is imperative that WMATA continues to prioritize	
the accessibility, affordability, and reliability of public transportation for all residents across the	
Washington metropolitan area. As a responsible steward of public transportation, WMATA has a duty	
to uphold its commitment to serving the needs of the diverse population it serves. I implore you to	, I
Incortize the well-being and mobility of ridors by proceeding and enhancing and enhancing and the set of the s	
prioritize the well-being and mobility of riders by preserving and enhancing our public transit services.	
prioritize the well-being and mobility of riders by preserving and enhancing our public transit services. Thank you for your attention to this urgent matter. I trust that WMATA will take into account the concerns as it makes decisions regarding the future of our transit system.	Bus Service
Thank you for your attention to this urgent matter. I trust that WMATA will take into account the	Bus Service
Thank you for your attention to this urgent matter. I trust that WMATA will take into account the concerns as it makes decisions regarding the future of our transit system. Many of metros issues seem to be reliability and ease of use. My specific issues are: The trains don't actually keep the schedule and the WMATA app doesn't accurately report location of trains or buses,	Bus Service
Thank you for your attention to this urgent matter. I trust that WMATA will take into account the concerns as it makes decisions regarding the future of our transit system. Many of metros issues seem to be reliability and ease of use. My specific issues are: The trains don't actually keep the schedule and the WMATA app doesn't accurately report location of trains or buses, the buses are +/-10 minutes early or late, bus text info on station placards for bus info are unreliable,	
Thank you for your attention to this urgent matter. I trust that WMATA will take into account the concerns as it makes decisions regarding the future of our transit system. Many of metros issues seem to be reliability and ease of use. My specific issues are: The trains don't actually keep the schedule and the WMATA app doesn't accurately report location of trains or buses, the buses are 4/- 10 minutes early or late, bus text info on station placards for bus info are unreliable, trains don't align between lines for transfers to a new line or to a new bus.	Bus Service Bus Service
Thank you for your attention to this urgent matter. I trust that WMATA will take into account the concerns as it makes decisions regarding the future of our transit system. Many of metros issues seem to be reliability and ease of use. My specific issues are: The trains don't actually keep the schedule and the WMATA app doesn't accurately report location of trains or buses, the buses are +/- 10 minutes early or late, bus text info on station placards for bus info are unreliable, trains don't align between lines for transfers to a new line or to a new bus. How about criminalizing/enforcing those riders who don't pay for their fair and hope the gate. I	
Thank you for your attention to this urgent matter. I trust that WMATA will take into account the concerns as it makes decisions regarding the future of our transit system. Many of metros issues seem to be reliability and ease of use. My specific issues are: The trains don't actually keep the schedule and the WMATA app doesn't accurately report location of trains or buses, the buses are 4/- 10 minutes early or late, bus text info on station placards for bus info are unreliable, trains don't align between lines for transfers to a new line or to a new bus.	
Thank you for your attention to this urgent matter. I trust that WMATA will take into account the concerns as it makes decisions regarding the future of our transit system. Many of metros issues seem to be reliability and ease of use. My specific issues are: The trains don't actually keep the schedule and the WMATA app doesn't accurately report location of trains or buses, the buses are +/- 10 minutes early or late, bus text info on station placards for bus info are unreliable, trains don't align between lines for transfers to a new line or to a new bus. How about criminalizing/enforcing those riders who don't pay for their fair and hope the gate. I guarantee that alone could reduce the need to increase fares. Additionally, I would stop supplementing	
Thank you for your attention to this urgent matter. I trust that WMATA will take into account the concerns as it makes decisions regarding the future of our transit system. Many of metros issues seem to be reliability and ease of use. My specific issues are: The trains don't actually keep the schedule and the WMATA app doesn't accurately report location of trains or buses, the buses are +/- 10 minutes early or late, bus text info on station placards for bus info are unreliable, trains don't align between lines for transfers to a new line or to a new bus. How about criminalizing/enforcing those riders who don't pay for their fair and hope the gate. I guarantee that alone could reduce the need to increase fares. Additionally, I would stop supplementing fares just for DC residence. It's not DCM it's VMATIA it's for all people in the Washington Metropolitan region. So either supplement for all or supplement for no one. Additionally, since Washington DC is A) the capital of the country and B) a federal city WMATA needs to lobby the	
Thank you for your attention to this urgent matter. I trust that WMATA will take into account the concerns as it makes decisions regarding the future of our transit system. Many of metros issues seem to be reliability and ease of use. My specific issues are: The trains don't actually keep the schedule and the WMATA app doesn't accurately report location of trains or buses, the buses are +/- 10 minutes early or late, bus text info on station placards for bus info are unreliable, trains don't align between lines for transfers to a new line or to a new bus. How about criminalizing/enforcing those riders who don't pay for their fair and hope the gate. I guarantee that alone could reduce the need to increase fares. Additionally, I would stop supplementing fares just for DC residence. It's not DCM it's WAMTA it's for all people in the Washington Metropolitan region. So either supplement for all or supplement for no one. Additionally, sine Washington DC is A) the capital of the country and B) a federal city WMATA needs to lobby the Federal Government for more budget. It's almost embarrassing that as the Capital City of one of the	
Thank you for your attention to this urgent matter. I trust that WMATA will take into account the concerns as it makes decisions regarding the future of our transit system. Many of metros issues seem to be reliability and ease of sues. My specific issues are: The trains don't actually keep the schedule and the WMATA app doesn't accurately report location of trains or buses, the buses are +/- 10 minutes early or late, bus text info on station placards for bus info are unreliable, trains don't align between lines for transfers to a new line or to a new bus. How about criminalizing/enforcing those riders who don't pay for their fair and hope the gate. I guarantee that alone could reduce the need to increase fares. Additionally, I would stop supplementing fares just for DC residence. It's not DCM it's WAMTA it's for all people in the Washington Metropolitan region. So either supplement for all or supplement for no one. Additionally, since Washington DC is A) the capital of the country and B) a federal city WMATA needs to lobby the Federal Government for more budget. It's almost embarrassing that as the Capital City of one of the Wealthiest nations in the world, that we can't keep our public transportation operating more	
Thank you for your attention to this urgent matter. I trust that WMATA will take into account the concerns as it makes decisions regarding the future of our transit system. Many of metros issues seem to be reliability and ease of use. My specific issues are: The trains don't actually keep the schedule and the WMATA app doesn't accurately report location of trains or buses, the buses are +/- 10 minutes early or late, bus text info on station placards for bus info are unreliable, trains don't align between lines for transfers to a new line or to a new bus. How about criminalizing/enforcing those riders who don't pay for their fair and hope the gate. I guarantee that alone could reduce the need to increase fares. Additionally, I would stop supplementing fares just for DC residence. It's not DCM it's VMATA it's for all people in the Washington Metropolitan region. So either supplement for all or supplement for no one. Additionally, since Washington DC is A) the capital of the country and B) a federal city WMATA needs to lobby the Federal Government for more budget. It's almost embarrassing that as the Capital City of one of the Wealthiest nations in the world, that we can't keep our public transportation operating more frequently. Decreased service will only cause ridership to tank even more. The Fed bailed out the auto	
Thank you for your attention to this urgent matter. I trust that WMATA will take into account the concerns as it makes decisions regarding the future of our transit system. Many of metros issues seem to be reliability and ease of sues. My specific issues are: The trains don't actually keep the schedule and the WMATA app doesn't accurately report location of trains or buses, the buses are +/- 10 minutes early or late, bus text info on station placards for bus info are unreliable, trains don't align between lines for transfers to a new line or to a new bus. How about criminalizing/enforcing those riders who don't pay for their fair and hope the gate. I guarantee that alone could reduce the need to increase fares. Additionally, I would stop supplementing fares just for DC residence. It's not DCM it's WAMTA it's for all people in the Washington Metropolitan region. So either supplement for all or supplement for no one. Additionally, since Washington DC is A) the capital of the country and B) a federal city WMATA needs to lobby the Federal Government for more budget. It's almost embarrassing that as the Capital City of one of the Wealthiest nations in the world, that we can't keep our public transportation operating more	
Thank you for your attention to this urgent matter. I trust that WMATA will take into account the concerns as it makes decisions regarding the future of our transit system. Many of metros issues seem to be reliability and ease of sues. My specific issues are: The trains don't actually keep the schedule and the WMATA app doesn't accurately report location of trains or buses, the buses are +/- 10 minutes early or late, bus text info on station placards for bus info are unreliable, trains don't align between lines for transfers to a new line or to a new bus. How about criminalizing/enforcing those riders who don't pay for their fair and hope the gate. I guarantee that alone could reduce the need to increase fares. Additionally, I would stop supplementing fares just for DC residence. It's not DCM it's WAMTA it's for all people in the Washington Metropolitan region. So either supplement for all or supplement for no one. Additionally, since Washington DC is A) the capital of the country and B) a federal city WMATA needs to lobby the Federal Government for more budget. It's almost embarrassing that as the Capital City of one of the Wealthiest nations in the world, that we can't keep our public transportation operating more frequently. Decreased service will only cause ridership to tank even more. The Fed bailed out the auto industry and all industries during Covid. They need to bail out/assist to keep our Nation's Capital public transportation a viable option for locals and tourist alike. Create a Taxi/Ride share tax to encourage The work of buses is very important we need them	Bus Service
Thank you for your attention to this urgent matter. I trust that WMATA will take into account the concerns as it makes decisions regarding the future of our transit system. Many of metros issues seem to be reliability and ease of use. My specific issues are: The trains don't actually keep the schedule and the WMATA app doesn't accurately report location of trains or buses, the buses are +/- 10 minutes early or late, bus text info on station placards for bus info are unreliable, trains don't align between lines for transfers to a new line or to a new bus. How about criminalizing/enforcing those riders who don't pay for their fair and hope the gate. I guarantee that alone could reduce the need to increase fares. Additionally, I would stop supplementing fares just for DC residence. It's not DCM it's VMATIA it's for all people in the Washington Metropolitan region. So either supplement for all or supplement for no one. Additionally, since Washington DC is A) the capital of the country and B) a federal city WMATA needs to lobby the Federal Government for more budget. It's almost embarrassing that as the Capital City of one of the Wealthiest nations in the world, that we can't keep our public transportation operating more frequently. Decreased service will only cause ridership to tank even more. The Fed bailed out the auto industry and all industries during Covid. They need to bail out/assist to keep our Nation's Capital public transportation a viable option for locals and tourist alike. Create a Taxi/Ride share tax to encourage Fhe work of buses is very important we need them Feel like this would be a more effective survey if you asked people to prioritize. Few people are going to	Bus Service Operating Budget, Management and Spending
Thank you for your attention to this urgent matter. I trust that WMATA will take into account the concerns as it makes decisions regarding the future of our transit system. Many of metros issues seem to be reliability and ease of sue. My specific issues are: The trains don't actually keep the schedule and the WMATA app doesn't accurately report location of trains or buses, the buses are +/- 10 minutes early or late, bus text info on station placards for bus info are unreliable, trains don't align between lines for transfers to a new line or to a new bus. How about criminalizing/enforcing those riders who don't pay for their fair and hope the gate. I guarantee that alone could reduce the need to increase fares. Additionally, I would stop supplementing fares just for DC residence. It's not DCM it's VMATA it's for all people in the Washington Metropolitan region. So either supplement for all or supplement for no one. Additionally, since Washington DC is A) the capital of the country and B) a federal city WMATA needs to lobby the Federal Government for more budget. It's almost embarrassing that as the Capital City of one of the Wealthiest nations in the world, that we can't keep our public transportation operating more frequently. Decreased service will only cause ridership to tank even more. The Fed bailed out the auto industry and all industries during Covid. They need to bail out/assist to keep our Nation's Capital public transportation a viable option for locals and tourist alike. Create a Taxi/Ride share tax to encourage The work of buses is very important we need them Feel like this would be a more effective survey if you asked people to prioritize. Few people are going to say yes, I support a reduction in service etc (unless it?s lines they don?t use), but most people could tell	Bus Service Operating Budget, Management and Spending Bus Service
Thank you for your attention to this urgent matter. I trust that WMATA will take into account the concerns as it makes decisions regarding the future of our transit system. Many of metros issues seem to be reliability and ease of sue. My specific issues are: The trains don't actually keep the schedule and the WMATA app doesn't accurately report location of trains or buses, the buses are +/- 10 minutes early or late, bus text info on station placards for bus info are unreliable, trains don't align between lines for transfers to a new line or to a new bus. How about criminalizing/enforcing those riders who don't pay for their fair and hope the gate. I guarantee that alone could reduce the need to increase fares. Additionally, I would stop supplementing fares just for DC residence. It's not DCM it's WAMTA it's for all people in the Washington Metropolitan region. So either supplement for all or supplement for no one. Additionally, since Washington DC is A) the capital of the country and B) a federal city WMATA needs to lobby the Federal Government for more budget. It's almost embarrassing that as the Capital City of one of the Wealthiest nations in the world, that we can't keep our public transportation operating more frequently. Decreased service will only cause ridership to tank even more. The Fed bailed out the auto industry and all industries during Covid. They need to bail out/assist to keep our Nation's Capital public transportation a viable option for locals and tourist alike. Create a Taxi/Ride share tax to encourage The work of buses is very important we need them Feel like this would be a more effective survey if you asked people to prioritize. Few people are going to say yes, I support a reduction in service etc (unless it's lines they don?t use), but most people could tell you if they?d prefer less frequent red line over cutting bus routes, etc.	Bus Service Operating Budget, Management and Spending Bus Service Service
Thank you for your attention to this urgent matter. I trust that WMATA will take into account the concerns as it makes decisions regarding the future of our transit system. Many of metros issues seem to be reliability and ease of use. My specific issues are: The trains don't actually keep the schedule and the WMATA app doesn't accurately report location of trains or buses, the buses are +/- 10 minutes early or late, bus text info on station placards for bus info are unreliable, trains don't align between lines for transfers to a new line or to a new bus. How about criminalizing/enforcing those riders who don't pay for their fair and hope the gate. I guarantee that alone could reduce the need to increase fares. Additionally, I would stop supplementing fares just for DC residence. It's not DCM it's WAMTA it's for all people in the Washington Metropolitan region. So either supplement for all or supplement for no one. Additionally, since Washington DC is A) the capital of the country and B) a federal city WMATA needs to lobby the Federal Government for more budget. It's almost embarrassing that as the Capital City of one of the Wealthiest nations in the world, that we can't keep our public transportation operating more frequently. Decreased service will only cause ridership to tank even more. The Fed bailed out the auto industry and all industries during Covid. They need to bail out/assist to keep our Nation's Capital public transportation a viable option for locals and tourist alike. Create a Taxi/Ride share tax to encourage The work of buses is very important we need them Feel like this would be a more effective survey if you asked people to prioritize. Few people are going to say yes, I support a reduction in service etc (lunes it?s lines they don?t use), but most people could tell you if they?d prefer less frequent red line over cutting bus routes, etc. Please do not close the Greensboro Station	Bus Service Operating Budget, Management and Spending Bus Service
Thank you for your attention to this urgent matter. I trust that WMATA will take into account the concerns as it makes decisions regarding the future of our transit system. Many of metros issues seem to be reliability and ease of sue. My specific issues are: The trains don't actually keep the schedule and the WMATA app doesn't accurately report location of trains or buses, the buses are +/- 10 minutes early or late, bus text info on station placards for bus info are unreliable, trains don't align between lines for transfers to a new line or to a new bus. How about criminalizing/enforcing those riders who don't pay for their fair and hope the gate. I guarantee that alone could reduce the need to increase fares. Additionally, I would stop supplementing fares just for DC residence. It's not DCM it's WAMTA it's for all people in the Washington Metropolitan region. So either supplement for all or supplement for no ne. Additionally, since Washington DC is A) the capital of the country and B) a federal city WMATA needs to lobby the Federal Government for more budget. It's almost embarrassing that as the Capital City of one of the Wealthiest nations in the world, that we can't keep our public transportation operating more frequently. Decreased service will only cause ridership to tank even more. The Fed bailed out the auto industry and all industries during Covid. They need to bail out/assist to keep our Nation's Capital public transportation a viable option for locals and tourist alike. Create a Taxi/Ride share tax to encourage The work of buses is very important we need them Feel like this would be a more effective survey if you asked people to prioritize. Few people are going to say yes, I support a reduction in service etc (unless it's lines they don?t use), but most people could tell you if they?d prefer less frequent red line over cutting bus routes, etc.	Bus Service Operating Budget, Management and Spending Bus Service Service
Thank you for your attention to this urgent matter. I trust that WMATA will take into account the concerns as it makes decisions regarding the future of our transit system. Many of metros issues seem to be reliability and ease of use. My specific issues are: The trains don't actually keep the schedule and the WMATA app doesn't accurately report location of trains or buses, the buses are +/- 10 minutes early or late, bus text info on station placards for bus info are unreliable, trains don't align between lines for transfers to a new line or to a new bus. How about criminalizing/enforcing those riders who don't pay for their fair and hope the gate. I guarantee that alone could reduce the need to increase fares. Additionally, I would stop supplementing fares just for DC residence. It's not DCM it's WAMTA it's for all people in the Washington Metropolitan region. So either supplement for all or supplement for no one. Additionally, since Washington DC is A) the capital of the country and B) a federal city WMATA needs to lobby the Federal Government for more budget. It's almost embarrassing that as the Capital City of one of the Wealthiest nations in the world, that we can't keep our public transportation operating more frequently. Decreased service will only cause ridership to tank even more. The Fed bailed out the auto industry and all industries during Covid. They need to bail out/assist to keep our Nation's Capital public transportation a viable option for locals and tourist alike. Create a Taxi/Ride share tax to encourage The work of buses is very important we need them Feel like this would be a more effective survey if you asked people to prioritize. Few people are going to say yes, I support a reduction in service etc (unless it?s lines they don?t use), but most people could tell you if they?d prefer less frequent red line over cutting bus routes, etc. Please don close the Greensboro Station Please don close the Greensboro Station Please don?t cut service frequencyl I underst	Bus Service Operating Budget, Management and Spending Bus Service Service Levels Rail Service
Thank you for your attention to this urgent matter. I trust that WMATA will take into account the concerns as it makes decisions regarding the future of our transit system. Many of metros issues seem to be reliability and ease of use. My specific issues are: The trains don't actually keep the schedule and the WMATA app doesn't accurately report location of trains or buses, the buses are +/- 10 minutes early or late, bus text info on station placards for bus info are unreliable, trains don't align between lines for transfers to a new line or to a new bus. How about criminalizing/enforcing those riders who don't pay for their fair and hope the gate. I guarantee that alone could reduce the need to increase fares. Additionally, I would stop supplementing fares just for DC residence. It's not DCM it's VMATA it's for all people in the Washington Metropolitan region. So either supplement for all or supplement for no one. Additionally, since Washington DC is A) the capital of the country and B) a federal city WMATA needs to lobby the Federal Government for more budget. It's almost embarrassing that as the Capital City of one of the Wealthiest nations in the world, that we can't keep our public transportation operating more frequently. Decreased service will only cause ridership to tank even more. The Fed bailed out the auto industry and all industries during Covid. They need to bail out/assist to keep our Nation's Capital public transportation a viable option for locals and tourist alike. Create a Taxi/Ride share tax to encourage The work of buses is very important we need them Feel like this would be a more effective survey if you asked people to prioritize. Few people are going to say yes, I support a reduction in service etc (unless it's lines they don?t use), but most people could tell you if they?d prefer less frequent red line over cutting bus routes, etc. Please don?t cut service frequent red line over cutting bus routes, etc. Please don?t cut service frequent red line over cutti	Bus Service Operating Budget, Management and Spending Bus Service Service Levels Rail Service Bus Service Bus Service
Thank you for your attention to this urgent matter. I trust that WMATA will take into account the concerns as it makes decisions regarding the future of our transit system. Many of metros issues seem to be reliability and ease of use. My specific issues are: The trains don't actually keep the schedule and the WMATA app doesn't accurately report location of trains or buses, the buses are +/- 10 minutes early or late, bus text info on station placards for bus info are unreliable, trains don't align between lines for transfers to a new line or to a new bus. How about criminalizing/enforcing those riders who don't pay for their fair and hope the gate. I guarantee that alone could reduce the need to increase fares. Additionally, I would stop supplementing fares just for DC residence. It's not DCM it's VMATA it's for all people in the Washington Metropolitan region. So either supplement for all or supplement for no one. Additionally, since Washington DC is A) the capital of the country and B) a federal city WMATA needs to lobby the Federal Government for more budget. It's almost embarrassing that as the Capital City of one of the Wealthiest nations in the world, that we can't keep our public transportation operating more frequently. Decreased service will only cause ridership to tank even more. The Fed bailed out the auto industry and all industries during Covid. They need to bail out/assist to keep our Nation's Capital public transportation a viable option for locals and tourist alike. Create a Taxi/Ride share tax to encourage The work of buses is very important we need them Feel like this would be a more effective survey if you asked people to prioritize. Few people are going to say yes, I support a reduction in service etc (unless it?s lines they don?t use), but most people could tell you if they?d prefer less frequent red line over cutting bus routes, etc. Please do not close the Greensboro Station Please don?t cut service frequencyl I understand that you need to increase fares, b	Bus Service Operating Budget, Management and Spending Bus Service Service Levels Rail Service
Thank you for your attention to this urgent matter. I trust that WMATA will take into account the concerns as it makes decisions regarding the future of our transit system. Many of metros issues seem to be reliability and ease of use. My specific issues are: The trains don't actually keep the schedule and the WMATA app doesn't accurately report location of trains or buses, the buses are +/- 10 minutes early or late, bus text info on station placards for bus info are unreliable, trains don't align between lines for transfers to a new line or to a new bus. How about criminalizing/enforcing those riders who don't pay for their fair and hope the gate. I guarantee that alone could reduce the need to increase fares. Additionally, I would stop supplementing fares just for DC residence. It's not DCM it's VMATA it's for all people in the Washington Metropolitan region. So either supplement for all or supplement for no one. Additionally, since Washington DC is A) the capital of the country and B) a federal city WMATA needs to lobby the Federal Government for more budget. It's almost embarrassing that as the Capital City of one of the Wealthiest nations in the world, that we can't keep our public transportation operating more frequently. Decreased service will only cause ridership to tank even more. The Fed bailed out the auto industry and all industries during Covid. They need to bail out/assist to keep our Nation's Capital public transportation a viable option for locals and tourist alike. Create a Taxi/Ride share tax to encourage The work of buses is very important we need them Fedeling bus routes, etc. Please don?t cut service frequent? I understand that you need to increase fares, but 25% it?s TOO MUCH Cutting the D2 would drastically change my and my family's day to day lives. Please keep the D2. Also, retain the 31 and 33 as they exist! You already eliminated the 30N and 30S. These buses are FULL and	Bus Service Operating Budget, Management and Spending Bus Service Service Levels Rail Service Bus Service Bus Service

Comment	Category
If you remove or decrease bus lines, you will make my life extremely difficult. I take the D2 and/or 33 to	
work daily. If you remove these lines, or change their routes, my commute will be unbearable. I also	
rely on those buses over the weekend and some late evenings. You?re providing a public service and	
should serve the public.	Bus Service
Please do not cut the D6. It?s the only crosstown bus close to my home and we use it all the time. Older people need buses. Buses are easier to get on and off than rail. Bus service can reduce street	Bus Service
traffic congestion especially when it is frequent and comprehensive in coverage.	Bus Service
Reduced and costly service has made me not want to take the Metro anymore.	Fares/Fees/Parking
You're eliminating or severely reducing bus services through Georgetown and Adams Morgan - two	
neighborhoods that are highly dependent on bus service as they are further away from rail stops.	
Reinstate the G2 (this bus is always packed) and ensure regular service on 42 and 96. Also, S2 buses are	
already overcrowded and typically have to turn passengers away during rush hour.	Bus Service
Please save the G2!!! It's the only direct public transit option to Georgetown University's campus.	Bus Service
I understand the budget constraints that metro is dealing with are severe, but the proposed cuts of bus	
lines, rail stop, and service are so dramatic as to remove the viability of WMATA public transport as a	
main means transportation.	Operating Budget, Management and Spending
I think it?s a mistake to cut Metrorail/metro bus services and it?s preferable to maintain current	
services with fare increases if the budget cuts must occur. Fare and budget increases for metrorail and	
bus services would be ideal, to improve/expand services, rather than cutting services.	Operating Budget, Management and Spending
Raise taxes to fund public transportation, which should be free at point of use	Miscellaneous
I use the Metro Red Line 5 to 6 days a week for work and pleasure. Closing during the week at 10 pm	
could affect dining out, thus affecting local businesses, i.e., restaurants. An 11 pm closure would be	
more consistent with when restaurants stop serving. Most on the agenda should be putting up barriers at the toll stations so that riders cannot get in or out without paying their fare. I see how much \$\$	
At the foll stations so that riders cannot get in or out without paying their fare. I see now much \$\$ Metro is losing on a daily basis just listening to the alarm going off every time someone jumps over.	
This is extremely frustrating to those of us who pay daily both ways.	Bus Service
Cut the administrative budget.	Operating Budget, Management and Spending
I am senior who relies on public transportation for my daily living.	Miscellaneous
I use the metro every day to commute from my home (near U st green line station) to work in Wheaton	
on the red line. The frequency of service is critical, and so are all the stops operating. I do not own a car	
but would be forced to buy one if my commute is so thoroughly implicated by decreased frequency	
and/or closed stations. I am very upset given that the metro was a significant reason I moved to DC for	
quality of life. I would prefer an increase in fare prices to cuts in service.	Bus Service
It is too expensive	Miscellaneous
The proposed service cuts will eliminate all bus service in the Southwest waterfront area. When I ride	
the bus I notice that more than half of the riders don't tap fare cards, but I see no effort to enforce	
paying fares.	Bus Service
For students like me, increasing fare price will be hard on us. I would rather to reduce the service	
operations for non peak hours because we can always check the schedule of the train before hand and	
schedule our trip timely. Also, this way it saves more electricity and operational costs since the coach	
do not always full. when it's running. Only when it's during rush/peak hours current service should be	
maintained.	Fares/Fees/Parking
42 Disconder the limit of the 226 and 226. We shall the application that exact of the in Existing to a set to the	Miscellaneous
Please don't eliminate 22f and 22a. It's really the only way that most of us in Fairlington can get to the pentagon easily and safely, and then to other parts of the city.	Fare Evasion/Safety/Crime
Metrobus needs to fix its application which is so erratic to use. It is not reliable and deters people from	
using the bus. Also half the fare machines don?t work so a lot of revenue is lost this way. Drivers also	
turn a blind eye on passengers who don?t pay even when the machines are working. This also applies	
to Metrorail where people jump the turnstiles systematically.	Bus Service
I use P6 and 74 from SW to downtown locations, and rode the P6 to federal government job for years.	
Eliminating these routes would adversely effect many SW federal government workers who use them	
daily.	Bus Service
Find other ways to fund the metro besides displacing the cost onto its users.	Fares/Fees/Parking
Please keep metro reliable for DC commuters and the climate crisis	Bus Service
Work with DC and MD to make fare evasion punishable with jail time. Additionally, cut admin staff.	Fare Evasion/Safety/Crime
Service should be free. Find the money.	Service Levels
I know that the mayor canceled the Southwest Circulator last year but the council reinstated it. I use	
that bus often and would hate to see it discontinued. How about using smaller buses?	Bus Service
Save the 74! It's the only bus route out of ever more populated Buzzards Point, connecting to soccer and baseball stadiums, Wharf, Mall, booming 7th Street commercial area. It's a relatively short route,	
and baseball stadiums, Wharf, Mall, booming /th Street commercial area. It's a relatively short route, so consider making it free to attract more customers. It links to Green, Yellow, Blue, Silver, Orange, and	
so consider making it free to attract more customers. It links to Green, Yellow, Blue, Silver, Orange, and Red Metro lines making it a crucial transport link. Also, you need to clean up the online Metro	
schedule app. It's swamped with stupid ads and very user unfriendly. Before the ads, it was a very	
efficient tool for navigating Metro. Now it stinks!	Bus Service
Please DO NOT decrease frequency of service!!! Please prioritize preserving the frequency of service.	
The only reason why cuts to that could not affect my choices is because I do not have other choices.	Bus Service
I strongly disagree with fare increases and service cuts because there is always something wrong with	
the services that are provided now. Everyday I take the train and bus to commute everywhere,	
especially to and from work, and there is always some sort of delay that interrupts the service, people	
are already struggling to pay for all the different rates we are forced to pay. Find another way and	
improve what is in place now before making drastic changes that will significantly impact how people	
commute around and in/out the DC metro area.	Bus Service
Please do not eliminate the circulator between L?fante plaza and eastern market.	Miscellaneous
I can't believe you are considering cutting bus lines like the P6 and the D6, which are heavily used! The	
D6, for example, is the only public transportation to two of the city?s major hospitals! (Sibley and Georgetown) The P6 line is one of the only lines to serve Southwest and southeast DC I And Lines like	
Georgetown). The P6 line is one of the only lines to serve Southwest and southeast DC ! And Lines like the 74 would be much more used if they ran more frequently than once every half hour! That is true of	
all bus service! I also don?t understand how you can make decisions about bus ridership when half the	
time the fair boxes don't work and so collect no data . Same goes for Metro rail where fares are often	
not collected? speaking of which, how long will it be before you install ?jump proof? gates on all your	
most heavily used stations? To talk about raising fairs when you aren?t even bothering to collect them	
because of widespread fare evasion is really ridiculous. Finally, to cut bus service when Metrorail is	
widely perceived as a lawless, dangerous system is particularly unfortunate for older people such as	
myself who mostly don?t feel very comfortable riding the rails anymore.	Bus Service
Keep working and subway pay just your staff	Miscellaneous
As a responsible steward of public transportation, WMATA must uphold its commitment to serving the	
needs of the diverse population it serves. I implore you to prioritize the well-being and mobility of	
riders by preserving and enhancing our public transit services.	Service Levels
Trains are already full at rush hour	Rail Service
Allocate more resources to metro service - after all, we pay taxes and it?s good for the environment	Rail Service

Comment	
Comment	Category
These changes are the exact reason people don't want to ride the Metro. In order for people to take	
public transit you need more trains/buses that come at shorter intervals. I don't think cutting down on	
fare evaders will matter much compared to the loss of people riding the train and busses with these	
service cuts. I really urge (begging) you guys not to make these changes, it impacts so many people, and the planet.	Bus Service
Sorry, but I can't believe that a solution to fully fund and expand funding can't be found! This is a	
regional failure and a conversation we should not even be having.	Capital Budget
Make driving more expensive. Increase tolls, raise the price of parking, reduce options for driving in the	
city. ALL these should come before a reduction in service or increase in fare	Fares/Fees/Parking
Lots of my co-workers rely on the Metro Bus route T2 to get to and from work everyday and the	
elimination of this route would leave them with little or no options to get back and forth to work	Bus Service
Do NOT shift maintenance money to operations. Maintenance cannot be3 deferred any more. Do NOT	
cut staff. You are already short of staff.	Miscellaneous Bus Service
Please keep the routes! Some lines are already limited No	Miscellaneous
As a low vision person, I?m highly depending on MetroAcess. I?m hoping to continue to use	INISCENTINEOUS
MeteoAcess and the new proposal will work for the best. Thank you Selam	Rail Service
The train service cuts would ruin the off peak non-work ridership numbers that the world is moving to	
with telework. The bus cuts would be even worse. Living in Adams Morgan would ruin the	
neighborhood as it becomes particularly difficult to go anywhere during the weekday and nearly	
impossible on the weekends without increasing transit time significantly. Based on the description of	
the cuts, the L2 will no longer go towards downtown and the 42, 43 will be cut entirely. This means the	
Mt Pleasant and Dupont commercial corridor would be inaccessible, and all the transfer points from	
there ? Georgetown, Palisades, anything in the BOS corridor will take significantly more time to reach.	
Meanwhile with 96 being cut and the 90 with more limited coverage (and poor reliability), we lose reliability in reaching neighboring U St, Woodley Park, Tenleytown and beyond. There are already few	
cross-town corridors in DC and removing the 96 would only worsen the divide between NW and NE. If	
anything, we need more buses and better reliability along this corridor. One improvement is that the	
90 could easily extend to the Woodley Park metro stop while keeping the Ellington Bridge turn around.	
With service ending at the station, the driver could cross the bridge for his break or for swapping.	
Currently I am overall pleased with the transportation system in DC. One of the reasons I moved here	
was that DC is known for being one of the few places in the US where one could be car-free. Adding	
onto that, the future of WMATA seemed bright and hopeful with the increase in service since the	
pandemic allowing DC to become a national leader (and respectable across the globe).	Bus Service
Please don?t reduce M4 and D6. You just built MacArthur high. Two family members and I travel from	
AU Park to that area and back every weekday. We would use transit to get there some weekends, too, if it were easier.	Bus Service
Please take accessibility and historic policies cutting off certain neighborhoods from transit options	Bus service
when choosing where to make budget cuts.	Operating Budget, Management and Spending
Please continue to make it difficult to jump over Metro gates. It is so discouraging to see riders avoiding	
payment with impunity.	Rail Service
Please not delete route T2 is the only route to my work	Bus Service
Reducing service is not going to boost ridership. If the metro is infrequent or unreliable, ridership will	
die. Waiting 15+ minutes for the next train will send me to a taxi every time.	Rail Service
You're already well aware of the risk of a death spiral here. I personally would use it much more if it ran	
lister on uncloade Net inst 2 cm. but over 2 cm uncid be ideal. They i would actual be a constant	
later on weekends. Not just 2 a.m., but even 3 a.m. would be ideal. Then I would never have any reason to drive into the city I know many others who feel the same way. Stopping service at 1 a m is a major	
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major	Bus Service
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people.	Bus Service
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major	Bus Service Bus Service
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will	
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to	
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than	Bus Service
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would be that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro.	Bus Service Bus Service
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. Cutting service just creates a doom loop. No one wants to pay more for less	Bus Service
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. Cutting service just creates a doom loop. No one wants to pay more for less Please consider keeping busses in the less metro accessible areas (for instance, Glover	Bus Service Bus Service Service Levels
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. Cutting service just creates a doom loop. No one wants to pay more for less Please consider keeping busses in the less metro accessible areas (for instance, Glover park/Georgetown)!	Bus Service Bus Service
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. Cutting service just creates a doom loop. No one wants to pay more for less Please consider keeping busses in the less metro accessible areas (for instance, Glover park/Georgetown)! Cutting service and hiking fares isn't the answer to your budget shortfall and is only going to further	Bus Service Bus Service Service Levels
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. Cutting service just creates a doom loop. No one wants to pay more for less Please consider keeping busses in the less metro accessible areas (for instance, Glover park/Georgetown)! Cutting service and hiking fares isn't the answer to your budget shortfall and is only going to further decrease ridership. Focus on making Metro safe to ride again and making MD & VA and all riders pay	Bus Service Bus Service Service Levels
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. Cutting service just creates a doom loop. No one wants to pay more for less Please consider keeping busses in the less metro accessible areas (for instance, Glover park/Georgetown)! Cutting service and hiking fares isn't the answer to your budget shortfall and is only going to further	Bus Service Bus Service Service Levels
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. Cutting service just creates a doom loop. No one wants to pay more for less Please consider keeping busses in the less metro accessible areas (for instance, Glover park/Georgetown)! Cutting service and hiking fares isn't the answer to your budget shortfall and is only going to further decrease ridership. Focus on making Metro safe to ride again and making MD & VA and all riders pay their fair share. Also, you are proposing to eliminate or reduce all of the metrobus lines that service SW	Bus Service Bus Service Bus Service Bus Service Bus Service
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. Cutting service just creates a doom loop. No one wants to pay more for less Please consider keeping busses in the less metro accessible areas (for instance, Glover park/Georgetown)! Cutting service and hiking fares isn't the answer to your budget shortfall and is only going to further decrease ridership. Focus on making Metro safe to ride again and making MD & VA and all riders pay their fair share. Also, you are proposing to eliminate or reduce all of the metrobus lines that service SW DC feels discriminatory to me! Cutting nervice when more jobs are requiring workers to return to office will put a strain on commuters, metro employees, traffic on the roads, etc.	Bus Service Bus Service Bus Service Bus Service Bus Service
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. I. would be that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. Cutting service just creates a doom loop. No one wants to pay more for less Please consider keeping busses in the less metro accessible areas (for instance, Glover park/Georgetown)! Cutting service and hiking fares isn't the answer to your budget shortfall and is only going to further decrease ridership. Focus on making Metro safe to ride again and making MD & VA and all riders pay their fair share. Also, you are proposing to eliminate or reduce all of the metrobus lines that service SW DC feels discriminatory to me! Cutting metro service when more jobs are requiring workers to return to office will put a strain on commuters, metro employees, traffic on the roads, etc. Decisions on many of the above items should be based on ridership data, not respondents opinions. In	Bus Service Bus Service Service Bus Service Bus Service Operating Budget, Management and Spending
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. Cutting service just creates a doom loop. No one wants to pay more for less Please consider keeping busses in the less metro accessible areas (for instance, Glover park/Georgetown)! Cutting service and hiking fares isn't the answer to your budget shortfall and is only going to further decrease ridership. Focus on making Metro safe to ride again and making MD & VA and all riders pay their fair share. Also, you are proposing to eliminate or reduce all of the metrobus lines that service SW DC - feels discriminatory to me! Cutting metro service when more jobs are requiring workers to return to office will put a strain on commuters, metro employees, traffic on the roads, etc.	Bus Service Bus Service Service Bus Service Bus Service Operating Budget, Management and Spending
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. Cutting service just creates a doom loop. No one wants to pay more for less Please consider keeping busses in the less metro accessible areas (for instance, Glover park/Georgetown)! Cutting service and hiking fares isn't the answer to your budget shortfall and is only going to further decrease ridership. Focus on making Metro safe to ride again and making MD & VA and all riders pay their fair share. Also, you are proposing to eliminate or reduce all of the metrobus lines that service SW DC. – feels discriminatory to me! Cutting metro service when more jobs are requiring workers to return to office will put a strain on commuters, metro employees, traffic on the roads, etc. Decisions on many of the above items should be based on ridership data, not respondents opinions. In particular, the budget allocations require considerable data and info from safety reports which most respondents do not have. However, I do appreciate the opportunity to give my preferences. I expects	Bus Service Bus Service Service Bus Service Operating Budget, Management and Spending Rail Service
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro Tain. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. Cutting service just creates a doom loop. No one wants to pay more for less Please consider keeping busses in the less metro accessible areas (for instance, Glover park/Georgetown)! Cutting service and hiking fares isn't the answer to your budget shortfall and is only going to further decrease ridership. Focus on making Metro safe to reduce all of the metrobus lines that service SW DC feels discriminatory to me! Cutting metro service when more jobs are requiring workers to return to office will put a strain on commuters, metro employees, traffic on the roads, etc. Decisions on many of the above items should be based on ridership data, not respondents opinions. In particular, the budget allocations require considerable data and info from safety reports which most respondents do not have. However, I do appreciate the opportunity to give my preferences. I expects	Bus Service Bus Service Service Operating Budget, Management and Spending Rail Service Operating Budget, Management and Spending
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. Cutting service just creates a doom loop. No one wants to pay more for less Please consider keeping busses in the less metro accessible areas (for instance, Glover park/Georgetown)! Cutting service and hiking fares isn't the answer to your budget shortfall and is only going to further decrease ridership. Focus on making Metro safe to ride again and making MD & VA and all riders pay their fair share. Also, you are proposing to eliminate or reduce all of the metrobus lines that service SW DC feels discriminatory to me! Cutting metro service when more jobs are requiring workers to return to office will put a strain on commuters, metro employees, traffic on the roads, etc. Decisions on many of the above items should be based on ridership data, not respondents opinions. In particular, the budget allocations require considerable data and inform safety reports which most respondents do not have. However, I do appreciate the opportunity to give my preferences. I expects the survey results to be made published along with the response rates. 22F is a lifeline for many commuters in Fairlington, please do not remove this service.	Bus Service Bus Service Bus Service Operating Budget, Management and Spending Rail Service Operating Budget, Management and Spending Bus Service Operating Budget, Management and Spending Bus Service
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. Cutting service just creates a doom loop. No one wants to pay more for less Please consider keeping busses in the less metro accessible areas (for instance, Glover park/Georgetown)! Cutting service and hiking fares isn't the answer to your budget shortfall and is only going to further decrease ridership. Focus on making Metro safe to ride again and making MD & VA and all riders pay their fair share. Also, you are proposing to eliminate or reduce all of the metrobus lines that service SW DC feels discriminatory to me! Cutting metro service when more jobs are requiring workers to return to office will put a strain on commuters, metro employees, traffic on the roads, etc. Decisions on many of the above items should be based on ridership data, not respondents opinions. In particular, the budget allocations require considerable data and info from safety reports which most respondents do not have. However, I do appreciate the opportunity to give my preferences. I expects the survey results to be made published along with the response rates. 22F is a lifeline for many commuters in Fairlington, please do not remove this service. Please keep the 22A and 22F - this is how our family gets to work daily.	Bus Service Bus Service Service Operating Budget, Management and Spending Rail Service Operating Budget, Management and Spending
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. Cutting service just creates a doom loop. No one wants to pay more for less Please consider keeping busses in the less metro accessible areas (for instance, Glover park/Georgetown)! Cutting service and hiking fares isn't the answer to your budget shortfall and is only going to further decrease ridership. Focus on making Metro safe to ride again and making MD & VA and all riders pay their fair share. Also, you are proposing to eliminate or reduce all of the metrobus lines that service SW DC feels discriminatory to me! Cutting metro service when more jobs are requiring workers to return to office will put a strain on commuters, metro employees, traffic on the roads, etc. Decisions on many of the above items should be based on ridership data, not respondents opinions. In particular, the budget allocations require considerable data and info from safety reports which most respondents do not have. However, I do appreciate the opportunity to give my preferences. I expects the survey results to be made published along with the response rates. 22F is a lifeline for many commuters in Fairlington, please do not remove this service. Please keep the 22A and 22F - this is how our family gets to work daily. Please don?t reduce the M4 and D6 buses. You just built MacArthur high. Three of my family members	Bus Service Bus Service Bus Service Operating Budget, Management and Spending Rail Service Operating Budget, Management and Spending Bus Service Operating Budget, Management and Spending Bus Service
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. Cutting service just creates a doom loop. No one wants to pay more for less Please consider keeping busses in the less metro accessible areas (for instance, Glover park/Georgetown)! Cutting service and hiking fares isn't the answer to your budget shortfall and is only going to further decrease ridership. Focus on making Metro safe to ride again and making MD & VA and all riders pay their fair share. Also, you are proposing to eliminate or reduce all of the metrobus lines that service SW DC feels discriminatory to me! Cutting metro service when more jobs are requiring workers to return to office will put a strain on commuters, metro employees, traffic on the roads, etc. Decisions on many of the above items should be based on ridership data, not respondents opinions. In particular, the budget allocations require considerable data and info from safety reports which most respondents do not have. However, I do appreciate the opportunity to give my preferences. I expects the survey results to be made published along with the response rates. 22F is a lifeline for many commuters in Fairlington, please do not remove this service. Please keep the 22A and 22F - this is how our family gets to work daily.	Bus Service Bus Service Bus Service Operating Budget, Management and Spending Rail Service Operating Budget, Management and Spending Bus Service Operating Budget, Management and Spending Bus Service
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. Cutting service just creates a doom loop. No one wants to pay more for less Please consider keeping busses in the less metro accessible areas (for instance, Glover park/Georgetown)! Cutting service and hiking fares isn't the answer to your budget shortfall and is only going to further decrease ridership. Focus on making Metro safe to ride again and making MD & VA and all riders pay their fair share. Also, you are proposing to eliminate or reduce all of the metrobus lines that service SW DC feels discriminatory to me! Cutting metro service when more jobs are requiring workers to return to office will put a strain on commuters, metro employees, traffic on the roads, etc. Decisions on many of the above items should be based on ridership data, not respondents opinions. In particular, the budget allocations require considerable data and info from safety reports which most respondents do not have. However, I do appreciate the opportunity to give my preferences. I expects the survey results to be made published along with the response rates. 22F is a lifeline for many commuters in Fairlington, please do not remove this service. Please keep the 22A and 22F - this is how our family gets to work daily. Please don't reduce the M4 and D6 buses. You just built MacArthur high. Three of my family members travel from AU Park to that aree and back every weekday. We would use transit to get there on	Bus Service Bus Service Bus Service Operating Budget, Management and Spending Rail Service Operating Budget, Management and Spending Bus Service Operating Budget, Management and Spending Bus Service
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. Cutting service just creates a doom loop. No one wants to pay more for less Please consider keeping busses in the less metro accessible areas (for instance, Glover park/Georgetown)! Cutting service and hiking fares isn't the answer to your budget shortfall and is only going to further decrease ridership. Focus on making Metro safe to ride again and making MD & VA and all riders pay their fair share. Also, you are proposing to eliminate or reduce all of the metrobus lines that service SW DC - feels discriminatory to me! Cutting metro service when more jobs are requiring workers to return to office will put a strain on commuters, metro employees, traffic on the roads, etc. Decisions on many of the above items should be based on ridership data, not respondents opinions. In particular, the budget allocations require considerable data and info from safety reports which most respondents do not have. However, I do appreciate the opportunity to give my preferences. I expects the survey results to be made published along with the response rates. 22F is al lifeline for many commuters in Fairlington, please do not remove this service. Please keep the 22A and 22F - this is how our family gets to work daily. Please don't reduce the M4 and D6 buses. You just built MacAtthur high. Three of my family members travel from AU Park to that area and back every weekday. We would use transit to get there on weekend	Bus Service Bus Service Bus Service Operating Budget, Management and Spending Rail Service Operating Budget, Management and Spending Bus Service Operating Budget, Management and Spending Bus Service
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. Cutting service just creates a doom loop. No one wants to pay more for less Please consider keeping busses in the less metro accessible areas (for instance, Glover park/Georgetown)! Cutting service and hiking fares isn't the answer to your budget shortfall and is only going to further decrease ridership. Focus on making Metro safe to ride again and making MD & VA and all riders pay their fair share. Also, you are proposing to eliminate or reduce all of the metrobus lines that service SW DC feels discriminatory to me! Cutting metro service when more jobs are requiring workers to return to office will put a strain on commuters, metro employees, traffic on the roads, etc. Decisions on many of the above items should be based on ridership data, not respondents opinions. In particular, the budget allocations require considerable data and info from safety reports which most respondents do not have. However, I do appreciate the opportunity to give my preferences. I expects the survey results to be made published along with the response rates. 222F is a lifeline for many commuters in Fairlington, please do not remove this service. Please keep the 22A and 22F - this is how our family gets to work daily. Please don't reduce the M4 and D6 buses. You just built MacArthur high. Three of my family members travel from AU Park to that area and back every weekday. We would use transit to get there on weeken	Bus Service Bus Service Service Levels Bus Service Operating Budget, Management and Spending Rail Service Operating Budget, Management and Spending Bus Service
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. Cutting service just creates a doom loop. No one wants to pay more for less Please consider keeping busses in the less metro accessible areas (for instance, Glover park/Georgetown)! Cutting service and hiking fares isn't the answer to your budget shortfall and is only going to further decrease ridership. Focus on making Metro safe to ride again and making MD & VA and all riders pay their fair share. Also, you are proposing to eliminate or reduce all of the metrobus lines that service SW DC feels discriminatory to me! Cutting metro service when more jobs are requiring workers to return to office will put a strain on commuters, metro employees, traffic on the roads, etc. Decisions on many of the above items should be based on ridership data, not respondents opinions. In particular, the budget allocations require considerable data and info from safety reports which most respondents do not have. However, I do appreciate the opportunity to give my preferences. I expects the survey results to be made published along with the response rates. 222 Fi sa lifteline for many commuters in Fairlington, please do no ritermove this service. Please keep the 22A and 22F - this is how our family gets to work daily. Please don't reduce the M4 and D6 buses. You just built MacArthur high. Three of my family members travel from AU Park to that area and back every weekday. We would use transit toget there on week	Bus Service Bus Service Service Levels Bus Service Operating Budget, Management and Spending Rail Service Operating Budget, Management and Spending Bus Service Miscellaneous
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. Cutting service just creates a doom loop. No one wants to pay more for less Please consider keeping busses in the less metro accessible areas (for instance, Glover park/Georgetown)] Cutting service and hiking fares isn't the answer to your budget shortfall and is only going to further decrease ridership. Focus on making Metro safe to ride again and making MD & VA and all riders pay their fair share. Also, you are proposing to eliminate or reduce all of the metrobus lines that service SW DC feels discriminatory to me! Cutting metro service when more jobs are requiring workers to return to office will put a strain on commuters, metro employees, traffic on the roads, etc. Decisions on many of the above items should be based on ridership data, not respondents opinions. In particular, the budget allocations require considerable data and info from safety reports which most respondents do not have. However, I do appreciate the opportunity to give my preferences. I expects the survey results to be made published along with the response rates. 22F is a lifeline for many commuters in Fairlington, please do not remove this service. Please keep the 22A and 22F - this is how our family gets to work daily. Please don?t reduce the M4 and D6 buses. You just built MacArthur high. Three of my family members travel from AU Park to that area and back every weekday. We would use transit to get there on weekend	Bus Service Bus Service Service Levels Bus Service Operating Budget, Management and Spending Rail Service Operating Budget, Management and Spending Bus Service
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. I. would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. Cutting service just creates a doom loop. No one wants to pay more for less Please consider keeping busses in the less metro accessible areas (for instance, Glover park/Georgetown)! Cutting service and hiking fares isn't the answer to your budget shortfall and is only going to further decrease ridership. Focus on making Metro safe to ride again and making MD & VA and all riders pay their fair share. Also, you are proposing to eliminate or reduce all of the metrobus lines that service SW DC feels discriminatory to me! Cutting metro service when more jobs are requiring workers to return to office will put a strain on commuters, metro employees, traffic on the roads, etc. Decisions on many of the above items should be based on ridership data, not respondents opinions. In particular, the budget allocations require considerable data and info from safety reports which most respondents do not have. However, I do appreciate the opportunity to give my preferences. I expects the survey results to be made published along with the response rates. 22E is a lifeline for many commuters in Fairlington, please do not remove this service. Please don?t reduce the M4 and D6 buses. You just built MacArthur high. Three of my family members travel from AU Park to that area and back every weekday. We	Bus Service Bus Service Service Levels Bus Service Operating Budget, Management and Spending Rail Service Operating Budget, Management and Spending Bus Service Miscellaneous
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. Cutting service just creates a doom loop. No one wants to pay more for less Please consider keeping busses in the less metro accessible areas (for instance, Glover park/Georgetown)! Cutting service and hiking fares isn't the answer to your budget shortfall and is only going to further decrease ridership. Focus on making Metro safe to ride again and making MD & VA and all riders pay their fair share. Also, you are proposing to eliminate or reduce all of the metrobus lines that service SW DC feels discriminatory to me! Cutting metro service when more jobs are requiring workers to return to office will put a strain on commuters, metro employees, traffic on the roads, etc. Decisions on many of the above items should be based on ridership data, not respondents opinions. In particular, the budget allocations require considerable data and info from safety reports which most respondents do not have. However, I do appreciate the opportunity to give my preferences. I expects the survey results to be made published along with the response rates. 222 Fi sa ilfeline for many commuters in Fairlington, please do not remove this service. Please keep the 22A and 22F - this is how our family gets to work daily. Please don?t reduce the M4 and D6 buses. You just built MacArthur high. Three of my family members travel from AU Park to that area and back every weekday. We would use transit to get there on weeken	Bus Service Bus Service Service Levels Bus Service Operating Budget, Management and Spending Rail Service Operating Budget, Management and Spending Bus Service Miscellaneous
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. Cutting service just creates a doom loop. No one wants to pay more for less Please consider keeping busses in the less metro accessible areas (for instance, Glover park/Georgetown)! Cutting service and hiking fares isn't the answer to your budget shortfall and is only going to further decrease ridership. Focus on making Metro safe to ride again and making MD & VA and all riders pay their fair share. Also, you are proposing to eliminate or reduce all of the metrobus lines that service SW DC feels discriminatory to me! Cutting metro service when more jobs are requiring workers to return to office will put a strain on commuters, metro employees, traffic on the roads, etc. Decisions on many of the above items should be based on ridership data, not respondents opinions. In particular, the budget allocations require considerable data and info from safety reports which most respondents do not have. However, I do appreciate the opportunity to give my preferences. I expects the survey results to be made published along with the response rates. 222F is al lifeline for many commuters in Fairlington, please don or remove this service. Please keep the 22A and 22F - this is how our family gets to work daily. Please don't reduce the M4 and D6 buses. You just built MacArthur high. Three of my family members travel from AU Park to that area and back every weekday. We would use transit to get there on weeke	Bus Service Bus Service Service Levels Bus Service Operating Budget, Management and Spending Rail Service Operating Budget, Management and Spending Bus Service Miscellaneous
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. I. would set that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. Cutting service just creates a doom loop. No one wants to pay more for less Please consider keeping busses in the less metro accessible areas (for instance, Glover park/Georgetown)! Cutting service and hiking fares isn't the answer to your budget shortfall and is only going to further decrease ridership. Focus on making Metro safe to ride again and making MD & VA and all riders pay their fair share. Also, you are proposing to eliminate or reduce all of the metrobus lines that service SW DC feels discriminatory to me! Cutting metro service when more jobs are requiring workers to return to office will put a strain on commuters, metro employees, traffic on the roads, etc. Decisions on many of the above items should be based on ridership data, not respondents opinions. In particular, the budget allocations require considerable data and info from safety reports which most respondents do not have. However, I do appreciate the opportunity to give my preferences. I expects the survey results to be made published along with the response rates. 22F is a lifeline for many commuters in Fairlington, please do not remove this service. Please keep the 22A and 22F - this is how our family gets to work daily. Please don't reduce the M4 and D6 buses. You just built MacArthur high. Three of my f	Bus Service Bus Service Bus Service Operating Budget, Management and Spending Rail Service Operating Budget, Management and Spending Bus Service Miscellaneous
to drive into the city. I know many others who feel the same way. Stopping service at 1 a.m. is a major barrier, and closing at 10 p.m. would make to unusable for many people. I chose to not buy car and save environment because of my ability to take the busses. If cut, metro will be useless to me The 16 Y is always packed. It only runs during rush-hour anyway, so there?s not a lot of times when it runs that it isn?t busy. It is much faster to take the 16 Y into Washington than to take another 16 to Metro train. I would bet that you were making money on the 16Y. For me, I would rather drive than take the other 16s to Metro. Cutting service just creates a doom loop. No one wants to pay more for less Please consider keeping busses in the less metro accessible areas (for instance, Glover park/Georgetown)! Cutting service and hiking fares isn't the answer to your budget shortfall and is only going to further decrease ridership. Focus on making Metro safe to ride again and making MD & VA and all riders pay their fair share. Also, you are proposing to eliminate or reduce all of the metrobus lines that service SW DC feels discriminatory to me! Cutting metro service when more jobs are requiring workers to return to office will put a strain on commuters, metro employees, traffic on the roads, etc. Decisions on many of the above items should be based on ridership data, not respondents opinions. In particular, the budget allocations require considerable data and info from safety reports which most respondents do not have. However, I do appreciate the opportunity to give my preferences. I expects the survey results to be made published along with the response rates. 22E is a lifeline for many commuters in Fairlington, please do not remove this service. Please keep the 22A and 22F - this is how our family gets to work daily. Please don?t reduce the M 4 and D6 buses. You just built MacArthur high. Three of my family members travel from AU Park to that area and back every weekday. We would use transit to get there on weeken	Bus Service Bus Service Bus Service Operating Budget, Management and Spending Rail Service Operating Budget, Management and Spending Bus Service Miscellaneous

	· · · · · · · · · · · · · · · · · · ·
Comment	Category
Metrorail and Metrobus are critical to maintaining a good quality of life in DC and the metro area. I've	
used Metrorail and Metrobus since the mid-1980s. It deserves to be fully funded and positioned to lead	
our nation's transition to a zero-emission future. I applaud WMATA for expanding bus service and	
improving rail service on all lines over the last few years during the COVID-19 pandemic and other	
challenges. However, instead of cutting service or increasing fares (which may disproportionately hurt	
low-income riders) I strongly urge WMATA to work with regional leaders to secure dedicated, long-term	
funding for Metrobus and Metrorail. I worry that without swift action, our region will enter a transit	
death spiral, where service cuts lead to decreased ridership and lower fare revenue. As a resident of	
Glover Park, Washington DC, I am a regular user of the D2 line. It is a lifeline to the Metrorail system	
and connects our neighborhood to the rest of the DC region. Over time, our bus service has been cut	
drastically. I strongly urge WMATA to keep the D2 service and oppose cuts. In the long term, I encourage WMATA to continue adoption of a system-wide bus electrification effort. Doing so will	
reduce air pollution and the health risks associated with it. It will also reduce greenhouse gases that	
contribute to climate change. Thank you for considering my comments.	Bus Service
This is all insane and I hope the governmentgives you more money Ted Leonsis!!!!	Miscellaneous
Do not cut service. Currently the existing service outside of weekdays already makes my daily activities	
challenging and makes me and my friends less likely to even attempt riding the metro. The constant	
single tracking is frustrating and makes it inconvenient to ride. Fare increases make me want to not ride	
the metro because it is no longer cost efficient. DO NOT INCREASE FARES OR CUT SERVICE! It will not	
increase margins, it will reduce ridership significantly. It also will contribute directly to climate change.	Fares/Fees/Parking
Raising fare would financially impact me. I take Silver from Courthouse/Clarendon out to Innovation	
Center for work, so I?m already paying the max of \$12 a day. Food is already so expensive and	
sometimes I don?t have enough money for metro if I want to eat. Charging me \$15 a day is insane and	
would ruin me. Please don't do this!	Operating Budget, Management and Spending
I currently live in Glover Park and frequently use the bus to get to Georgetown, George Washington	
University, and my job in DuPont. This cut would SIGNIFICANTLY impact me and make me reconsider	
living in the district. I can?t park my car anywhere in the places I commute, and I potentially may not	
even be able to take the bus in. What?s the point when I can get a remote job and not have to do this	
once I graduate? These strides will make myself and my neighbors reconsider living in the District	
especially on top of everything else (homelessness, crime, overall decline of quality of life etc).	Bus Service
Metro has received continual support from local and federal governments over the past several years.	
It is terrible that these funds have not been well used, and we are again faced with the threat of	
massive cuts to service or massive fare hikes. The current path is unsustainable.	Fares/Fees/Parking
Reducing any services (both routes and frequency) will only make people less likely to ever use metro. It	1
will further destroy its reputation for being a reliable transportation option. Why don?t you wait and	
see how much extra revenue is received from the new fare evasion gates?	Bus Service
The 74 bus line is used lots more in SW area than the p6! I think so!? Please keep n2, n6, and n8 on	
Mass Ave, NW too ?? Thank So much!!	Bus Service
Please don?t increase wait times, especially on the red line. A lot of commuters in Maryland, including	
me, rely on the short wait times. The commute is long enough as is without having to wait for the train	
Fewer people will move to Maryland if you increase metro wait times. Also, please don?t eliminate	
rush hour service. The trains get too crowded and it is a public health concern. There have been	
multiple times where I couldn't fit in a train during rush hour. Finally, this survey should have a rank	
choice option. No one is going to say they are in favor of service cuts. You should make people select	
the service sub-show on most encoded. The lat	
the service cuts they are most opposed to. Thanks!	Service Levels
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown	Service Levels
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and	Service Levels
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of	Service Levels
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus	Service Levels
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of	
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds.	Bus Service
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. I ride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area.	
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds.	Bus Service
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. Iride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable	Bus Service
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. I ride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would	Bus Service
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. I ride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times – particulary for those needing to	Bus Service
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. Iride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times – particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This	Bus Service Rail Service
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. I ride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times – particulary for those needing to waiting in a station. This will only decrease ridership apeople know that driving and searching for parking is faster than Metro.	Bus Service Rail Service
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. I'ride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times – particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease of people know that driving and searching for parking is faster than Metro. Likewise, increase of people wading fares on Metrobus, jumping over gates at Metrorail do think that the increase of people vading fares on Metrobus, gurping passengers who rely on the	Bus Service Bus Service Bus Service
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. I ride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times – particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease ridership as people know that driving and searching for parking is faster than Metro. Likewise, increase buses between Metro stations. Lastly, find a sane and consistent way to fund Metro. I do think that the increase of people evading fares on Metrobus, jumping over gates at Metrorail which results on financial loss should not be reflected on honest paying passengers who rely on the system. Allocating more budget on fare enforcement and having enforced and scary fines might help.	Bus Service Rail Service
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. I ride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times – particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease idership as people know that driving and searching for parking is faster than Metro. Likewise, increase buses between Metro stations. Lastly, find a sane and consistent way to fund Metro. I do think that the increase of people evading fares on Metrobus, jumping over gates at Metrorail which results on financial loss should not be reflected on honest paying passengers who rely on the system. Allocating more budget on fare enforcement and having enforced and scary fines might help. Asking the public to weight in on percent capital budget to spend on what is ridiculous. We don?t have	Bus Service Bus Service Bus Service
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. Iride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times – particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease indership as people know that driving and searching for parking is faster than Metro. Likewise, increase buses between Metro stations. Lastly, find a sane and consistent way to fund Metro. Likewise of people evading fares on Metrobus, jumping over gates at Metrorail which results on financial loss should not be reflected on honest paying passengers who rely on the system. Allocating more budget on fare enforcement and having enforced and scary fines might help. Asking the public to weight in on percent capital budget to spend on what is ridiculous. We don?t have the required info on hand?.like which things are in the worst condition so those need the money.	Bus Service Rail Service Bus Service Operating Budget, Management and Spending
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. Iride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times – particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease ridership as people know that driving and searching for parking is faster than Metro. Likewise, increase buses between Metro stations. Lastly, find a sane and consistent way to fund Metro. I do think that the increase of people evading fares on Metrobus, jumping over gates at Metrorail which results on financial loss should not be reflected on honest paying passengers who rely on the system. Allocating more budget on fare enforcement and having enforced and scary fines might help. Asking the public to weight in on percent capital budget to spend on what is ridiculous. We don't have the required info on hand?.like which things are in the worst condition so those need the money.	Bus Service Bus Service Bus Service
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. I ride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times – particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease ridership as people know that driving and searching for parking is faster than Metro. Likewise, increase buses between Metro stations. Lastly, find a sane and consistent way to fund Metro. I do think that the increase of people evading fares on Metrobus, jumping over gates at Metrorail which results on financial loss should not be reflected on honest paying passengers who rely on the system. Allocating more budget on fare enforcement and having enforced and scary fines might help. Asking the public to weight in on percent capital budget to spend on what is ridiculous. We don't have the required info on hand?.like which things are in the worst condition so those need the money. Asking that question in this survey does not inspire confidence in Metro?s decision making ability. I as quired info on hand?.like which things are in the worst condition so those need the money.	Bus Service Rail Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. Iride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times – particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease ridership as people know that driving and searching for parking is faster than Metro. Likewise, increase of people evading fares on Metrobus, jumping over gates at Metrorail which results on financial loss should not be reflected on honest paying passengers who rely on the system. Allocating more budget on fare enforcement and having enforced and scary fines might help. Asking the public to weight in on percent capital budget to spend on what is ridiculous. We don't have the required info on hand?.like which things are in the worst condition so those need the money. Asking tha question in this survey does not inspire confidence in Metro? S decision making ability. Iast question in their survey does not inspire confidence in Metro? S decision making ability.	Bus Service Rail Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending Fares/Fees/Parking
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. Iride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times – particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease ridership as people know that driving and searching for parking is faster than Metro. Likewise, increase buses between Metro stations. Lastly, find a sane and consistent way to fund Metro. Jaking the public to weight in on percent capital budget to spend on what is ridiculous. We don?t have the required info on hand?.like which things are in the worst condition so those need the money. Asking that question in this survey does not inspire confidence in Metro?s decision making ability. Iast question was maybe not recorded, I would rather a higher fare increase than waiting 15 min for a train during weekeday commutes including rush hour! The money for all those new turnstiles could have gone to the issues you proposed.	Bus Service Rail Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. Iride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times – particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease ridership as people know that driving and searching for parking is faster than Metro. Likewise, increase buses between Metro stations. Lastly, find a sane and consistent way to fund Metro. I do think that the increase of people evading fares on Metrobus, jumping over gates at Metrorail which results on financial loss should not be reflected on honest paying passengers who rely on the system. Allocating more budget on fare enforcement and having enforced and scary fines might help. Asking the public to weight in on percent capital budget to spend on what is ridiculous. We don't have the required info on hand?. New thich things are in the worst condition so those need the money. Asking that question in this survey does not inspire confidence in Metro?s decision making ability. Iast question weak to ensure the could have gone to the issues you proposed. Do not close any stations - and also consider that closing a station based on revenue may not	Bus Service Rail Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending Fares/Fees/Parking Miscellaneous
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. I ride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times – particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease ridership as people know that driving and searching for parking is faster than Metro. Likewise, increase of people evading fares on Metrobus, jumping over gates at Metrorail which results on financial loss should not be reflected on honest paying passengers who rely on the system. Allocating more budget on fare enforcement and having enforced and scary fines might help. Asking the public to weight in on percent capital budget to spend on what is ridiculous. We don?t have the required info on hand? Like which things are in the worst condition so those need the money. Asking that question was maybe not recorded, I would rather a higher fare increase than waiting 15 min for a train during weekday commutes including rush hour! The money for all those new turnstiles could have gone to the issues you proposed. Do not close any stations - and also consider that closing a station based on revenue may not reflect	Bus Service Rail Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending Fares/Fees/Parking Miscellaneous Rail Service
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. Iride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times – particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease ridership as people know that driving and searching for parking is faster than Metro. Likewise, increase buses between Metro stations. Lastly, find a sane and consistent way to fund Metro. Asking the public to weight in on percent capital budget to spend on what is ridiculous. We don?t have the required info on hand? Like which things are in the worst condition so those need the money. Asking that question in this survey does not inspire confidence in Metro?s decision making ability. Iast question was maybe not recorded, I would rather a higher fare increase than waiting 15 min for a train during weekday commutes including rush hour! The money for all those new turnstiles could have gone to the issues you proposed. Do not close any stations - and also consider that closing a station based on revenue may not reflect the true need for it. I think increasing fare to meet budget deficit is not a good idea. I ride the metrorail and metrobus	Bus Service Rail Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending Fares/Fees/Parking Miscellaneous Rail Service
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. Iride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease ridership as people know that driving and searching for parking is faster than Metro. Likewise, increase buses between Metro stations. Lastly, find a sane and consistent way to fund Metro. I do think that the increase of people evading fares on Metrobus, jumping over gates at Metrorail which results on financial loss should not be reflected on honest paying passengers who rely on the system. Allocating more budget on fare enforcement and having enforced and scary fines might help. Asking tha question in this survey does not inspire confidence in Metro?s decision making ability. Iat question was maybe not recorded, I would rather a higher fare increase than waiting 15 min for a train during weekday commutes including rush hour! The money for all those new turnstiles could have gone to the issues you proposed. Do not close any stations - and also consider that closing a station based on revenue may not reflect the true need for it. I thi	Bus Service Rail Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending Fares/Fees/Parking Miscellaneous Rail Service
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. I ride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times – particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease ridership as people know that driving and searching for parking is faster than Metro. Likewise, increase buses between Metro stations. Lastly, find a sane and consistent way to fund Metro. I do think that the increase of people evading fares on Metrobus, jumping over gates at Metrorail which results on financial loss should not be reflected on honest paying passengers who rely on the system. Allocating more budget on fare enforcement and having enforced and scary fines might help. Asking the public to weight in on percent capital budget to spend on what is ridiculous. We don't have the required info on hand? Like which things are in the worst conditions on those need the money. Asking that question in this survey does not inspire confidence in Metro?s decision making ability. Iast question was maybe not recorded, I would rather a higher fare increase than waiting 15 min for a train during weekday commutes including rush hour! The money for al	Bus Service Rail Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending Fares/Fees/Parking Miscellaneous Rail Service
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. Iride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times – particulary for those needing to increase ridership as people know that driving and searching for parking is faster than Metro. Likewise, increase of people evading fares on Metrobus, jumping over gates at Metrorail which results on financial loss should not be reflected on honest paying passengers who rely on the system. Allocating more budget on spend on what is ridiculous. We don't have the required info on hand?. Ike which things are in the worst condition so those need the money. Asking the question in this survey does not inspire confidence in Metro? Edicision making ability. Iast question was maybe not recorded, I would rather a higher fare increase than waiting 15 min for a train during weekday commutes including rush hour! The money for all those new turnstiles could have gone to the issues you proposed. Do not close any stations - and also consider that closing a station. Dased on revenue may not reflect the true need for it. I think increasing fare to meet budget deficit is not a good idea. I ride the metrorail and metrobus every day and I see a lot of people skip the fare gates and not pa	Bus Service Rail Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending Fares/Fees/Parking Miscellaneous Rail Service
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. Iride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease ridership as people know that driving and searching for parking is faster than Metro. Likewise, increase buses between Metro stations. Lastly, find a sane and consistent way to fund Metro. Likewise, increase of people evading fares on Metrobus, jumping over gates at Metrorail which results on financial loss should not be reflected on honest paying passengers who rely on the system. Allocating more budget on fare enforcement and having enforced and scary fines might help. Asking that question in this survey does not inspire confidence in Metro?s decision making ability. Iast question was maybe not recorded, I would rather a higher fare increase than waiting 15 min for a train during weekday commutes including rush hour! The money for all those new turnstiles could have gone to the issues you proposed. Do not close any stations - and also consider that closing a station based on revenue may not reflect the true need for it. The money for	Bus Service Rail Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending Fares/Fees/Parking Miscellaneous Rail Service
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. Iride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times – particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease ridership as people know that driving and searching for parking is faster than Metro. Likewise, increase buses between Metro stations. Lastly, find a sane and consistent way to fund Metro. I do think that the increase of people evading fares on Metrobus, jumping over gates at Metrorail which results on financial loss should not be reflected on honest paying passengers who rely on the system. Allocating more budget on fare enforcement and having enforced and scary fines might help. Asking the public to weight in on percent capital budget to spend on what is ridiculous. We don't have the required info on hand'. Nike which things are in the worst condition so those need the money. Asking that question in this survey does not inspire confidence in Metro?s decision making ability. I at question was maybe not recorded, I would rather a higher fare increase than waiting 15 min for a train during weekday commutes including rush hour! The money for all	Bus Service Rail Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending Fares/Fees/Parking Miscellaneous Rail Service
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. I ride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times – particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease ridership as people know that driving and searching for parking is faster than Metro. Likewise, increase buses between Metro stations. Lastly, find a sane and consistent way to fund Metro. I do think that the increase of people evading fares on Metrobus, jumping over gates at Metrorail which results on financial loss should not be reflected on honest paying passengers who rely on the system. Allocating more budget on fare enforcement and having enforced and scary fines might help. Asking the public to weight in on percent capital budget to spend on what is ridiculous. We don't have the required info on hand? Like which things are in the worst conditions on those need the money. Asking that question in this survey does not inspire confidence in Metro?s decision making ability. Iast question was maybe not recorded, I would rather a higher fare increase than waiting 15 min for a train during weekday commutes including rush hour! The money for al	Bus Service Rail Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending Fares/Fees/Parking Miscellaneous Rail Service
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. Iride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times - particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease ridership as people know that driving and searching for parking is faster than Metro. Likewise, increase buses between Metro stations. Lastly, find a sane and consistent way to fund Metro. Likewise in financial loss should not be reflected on honest paying passengers who rely on the system. Allocating more budget on fare enforcement and having enforced and scary fines might help. Asking that question in this survey does not inspire confidence in Metro?s decision making ability. Iat question was maybe not recorded, I would rather a higher fare increase than waiting 15 min for a train during weekday commutes including rush hour! The money for all those new turnstiles could have gone to the issues you proposed. Do not close any stations - and also consider that closing a station based on revenue may not reflect the true need for it. I think increasing fare to meet budget deficit is not a good idea. I ride the metrorail and metrobus every d	Bus Service Rail Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending Fares/Fees/Parking Miscellaneous Rail Service
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. Iride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease ridership as people know that driving and searching for parking is faster than Metro. Likewise, increase buses between Metro stations. Lastly, find a sane and consistent way to fund Metro. I do think that the increase of people evading fares on Metrobus, jumping over gates at Metrorail which results on financial loss should not be reflected on honest paying passengers who rely on the system. Allocating more budget on fare enforcement and having enforced and scary fines might help. Asking that question in this survey does not inspire confidence in Metro?s decision making ability. Iat question was maybe not recorded, I would rather a higher fare increase than waiting 15 min for a train during weekday commutes including rush hour! The money for all those new turnstiles could have gone to the issues you proposed. Do not close any stations - and also consider that closing a station based on revenue may not reflect the true need for it. I th	Bus Service Rail Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending Fares/Fees/Parking Miscellaneous Rail Service Operating Budget, Management and Spending
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. Iride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times – particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease ridership as people know that driving and searching for parking is faster than Metro. Likewise, increase buses between Metro stations. Lastly, find a sane and consistent way to fund Metro. I do think that the increase of people evading fares on Metrobus, jumping over gates at Metrorail which results on financial loss should not be reflected on honest paying passengers who rely on the system. Allocating more budget on fare enforcement and having enforced and scary fines might help. Asking the public to weight in on percent capital budget to spend on what is ridiculous. We don't have the required info on hand? Like which things are in the worst conditions on those need the money. Asking that question in this survey does not inspire confidence in Metro?s decision making ability. Iast question was maybe not recorded, I would rather a higher fare increase than waiting 15 min for a train during weekday commutes including rush hour! The money for all	Bus Service Rail Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending Fares/Fees/Parking Miscellaneous Rail Service
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. Iride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease ridership as people know that driving and searching for parking is faster than Metro. Likewise, increase buses between Metro stations. Lastly, find a sane and consistent way to fund Metro. I do think that the increase of people evading fares on Metrobus, jumping over gates at Metrorail to should not be reflected on honest paying passengers who rely on the system. Allocating more budget on fare enforcement and having enforced and scary fines might help. Asking that question in this survey does not inspire confidence in Metro?s decision making ability. Iat question was maybe not recorded, I would rather a higher fare increase than waiting 15 min for a train during weekday commutes including rush hour! The money for all those new turnstiles could have gone to the issues you proposed. Do not close any stations - and also consider that closing a station based on revenue may not reflect the true need for it. I think increasing fare to meet b	Bus Service Rail Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending Fares/Fees/Parking Miscellaneous Rail Service Operating Budget, Management and Spending
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. Iride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greaty. Cutting service and expanding wait times – particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease indership as people know that driving and searching for parking is faster than Metro. Likewise, increase of people evading fares on Metrobus, jumping over gates at Metrorail which results on financial loss should not be reflected on honest paying passengers who rely on the system. Allocating more budget on fare enforcement and having enforced and scary fines might help. Asking the public to weight in on percent capital budget to spend on what is ridiculous. We don't have the required info on hand? like which things are in the worst condition so those need the money. Asking that question in this survey does not inspire confidence in Metro? Sdecision making ability. Iast question was maybe not recorded, I would rather a higher fare increase than waiting 15 min for a train during weekday commutes including rush hour! The money for all those new turnstiles could have gone to the issues you proposed. Do not close any stations - and also consider that closing a station D	Bus Service Rail Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending Fares/Fees/Parking Miscellaneous Rail Service Operating Budget, Management and Spending
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. Iride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease ridership as people know that driving and searching for parking is faster than Metro. Likewise, increase buses between Metro stations. Lastly, find a sane and consistent way to fund Metro. Likewise increase of people evading fares on Metrobus, jumping over gates at Metrorail which results on financial loss should not be reflected on honest paying passengers who rely on the system. Allocating more budget on fare enforcement and having enforced and scary fines might help. Asking that question in this survey does not inspire confidence in Metro?s decision making ability. Iast question was maybe not recorded, I would rather a higher fare increase than waiting 15 min for a train during weekay commutes including rush hour! The money for all those new turnstiles could have gone to the issues you proposed. Do not close any stations - and also consider that closing a station based on revenue may not reflect the true need for it. I think increasing far	Bus Service Rail Service Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Miscellaneous Rail Service Operating Budget, Management and Spending Bus Service Bus Service
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. Iride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease ridership as people know that driving and searching for parking is faster than Metro. Likewise, increase buses between Metro stations. Lastly, find a sane and consistent way to fund Metro. Likewise, increase buses between Metro stations. Lastly, find a sane and consistent way to fund Metro. Likewise inforcease of people evading fares on Metrobus, jumping over gates at Metrorail which results on financial loss should not be reflected on honest paying passengers who rely on the system. Allocating more budget on fare enforcement and having enforced and scary fines might help. Asking that question in this survey does not inspire confidence in Metro?s decision making ability. Iast question was maybe not recorded, I would rather a higher fare increase than waiting 15 min for a train during weekday commutes including rush hour! The money for all those new turnstiles could have gone to the issues you proposed. Do not close any stations - and a	Bus Service Rail Service Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Miscellaneous Rail Service Operating Budget, Management and Spending Bus Service Bus Service
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. Iride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times - particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease indership as people know that driving and searching for parking is faster than Metro. Likewise, increase of people evading fares on Metrobus, jumping over gates at Metrorail whito results on financial loss should not be reflected on honest paying passengers who rely on the system. Allocating more budget on fare enforcement and having enforced and scary fines might help. Asking the public to weight in on percent capital budget to spend on what is ridiculous. We don't have the required info on hand? like which things are in the worst condition so those need the money. Asking that question in this survey does not inspire confidence in Metro? Secision making ability. Isat question was maybe not recorded, I would rather a higher fare increase than waiting 15 min for a train during weekday commutes including rush hour! The money for all those new turnstiles could have gone to the issues you proposed. Do not close any stations - and also consider that closing a station b	Bus Service Rail Service Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Operating Budget, Management and Spending Rail Service Bus Service Fares/Fees/Parking
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. Iride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease ridership as people know that driving and searching for parking is faster than Metro. Likewise, increase buses between Metro stations. Lastly, find a sane and consistent way to fund Metro. Likewise, increase buses between Metro stations. Lastly, find a sane and consistent way to fund Metro. Likewise inforcease of people evading fares on Metrobus, jumping over gates at Metrorail which results on financial loss should not be reflected on honest paying passengers who rely on the system. Allocating more budget on fare enforcement and having enforced and scary fines might help. Asking that question in this survey does not inspire confidence in Metro?s decision making ability. Iast question was maybe not recorded, I would rather a higher fare increase than waiting 15 min for a train during weekday commutes including rush hour! The money for all those new turnstiles could have gone to the issues you proposed. Do not close any stations - and a	Bus Service Rail Service Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Operating Budget, Management and Spending Rail Service Bus Service Fares/Fees/Parking
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. Iride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times - particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease ridership as people know that driving and searching for parking is faster than Metro. Likewise, increase buses between Metro stations. Lastly, find a sane and consistent way to fund Metro. Jaking the public to weight in on percent capital budget to spend on what is ridiculous. We don? thave the required info on hand?. Ike which things are in the worst condition so those need the money. Asking that question in this survey does not inspire confidence in Metro?s decision making ability. Iat question was maybe not recorded, I would rather a higher fare increase than waiting 15 min for a train during weekday commutes including rush hour! The money for all those new turnstiles could have gone to the issues you proposed. Do not close any stations - and also consider that closing a station based on revenue may not reflect the true need for it. I think increasing fare to meet budget deficit is not a good idea. I ride the metrorail and metrobus e	Bus Service Rail Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending Fares/Fees/Parking Miscellaneous Rail Service Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Fare Evasion/Safety/Crime
 (1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. Iride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greatly. Cutting service and expanding wait times – particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease ridership as people know that driving and searching for parking is faster than Metro. Likewise, increase buses between Metro stations. Lastly, find a sane and consistent way to fund Metro. I do think that the increase of people evading fares on Metrobus, jumping over gates at Metrorail which results on financial loss should not be reflected on honest paying passengers who rely on the system. Allocating more budget on fare enforcement and having enforced and scary fines might help. Asking that question in this survey does not inspire confidence in Metro?s decision making ability. I ast question was maybe not recorded, I would rather a higher fare increase than waiting 15 min for a train during weekday commutes including rush hour! The money for all those new turnstiles could have gone to the issues you proposed. Do not close any stations - and also consider that closing a station based on revenue may not reflect the true n	Bus Service Rail Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending Fares/Fees/Parking Miscellaneous Rail Service Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Fare Evasion/Safety/Crime
(1) Keeping the system in 'A State of Good Repair' should be a top priority. (2) I am often in downtown DC on weekends and holidays, but rarely on weekdays. My casual observation is that on weekends and holidays many Metrobuses run with many seats empty. It seems that some data-driven reductions of bus service could be made and impact few riders. (3) Many D.C. Circulator routes duplicate Metrobus routes; having two taxpayer-subsidized bus operations competing with each other is a poor use of public funds. Iride metro daily to go to work early morning at 545 am. the G 12 & G 14 is necessary in my area. When moneys are short, it would make more sense to increase the frequency of trains. Dependable and consistent trains for which you don't have to wait more than 5 or 6 minutes (as in Europe) would increase ridership greaty. Cutting service and expanding wait times – particulary for those needing to change trains since 20-minute waits could mean 40 or more minutes of just waiting in a station. This will only decrease ridership as people know that driving and searching for parking is faster than Metro. Likewise, increase buses between Metro stations. Lastly, find a sane and consistent way to fund Metro. Likewise, increase budget on fare enforcement and having enforced and scary fines might help. Asking that question in this survey does not inspire confidence in Metro?s decision making ability. Iast question was maybe not recorded, I would rather a highr fare increase than waiting 15 min for a train during weekday commutes including rush hour! The money for all those new turnstiles could have gone to the issues you proposed. Do not close any stations - and also consider that closing a station based on revenue may not reflect the true need for it. I holing weekday commutes including rush hour! The money for all those new turnstiles could have gone to the issues you proposed. Do not close any stations - and also consider that closing a stat	Bus Service Rail Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending Fares/Fees/Parking Miscellaneous Rail Service Operating Budget, Management and Spending Bus Service Fares/Fees/Parking Fare Evasion/Safety/Crime

Comment	Category
For the H9 bus cut, are you aware that two additional schools are being built on Taylor NE right across	
from Archbishop Carroll, opening in Fall 2024 and Fall 2025? We anticipate H9 ridership to expand	
significantly with teachers/staff of both new schools and students of the new Latin high school campus.	
In fact we are gearing up to advocate for *more* H9s and more frequent H8 in the mornings at least. It	
is a terrible time to cut that line. If it goes away we may need a different new bus/shuttle to come down to Taylor from Fort Totten, which would offer commute connection with 3 lines rather than just	
Red. The previous slider question is not clear- if I slide mostly to right does that mean mostly through	
service cuts or the greater percentage of the bar being fare increases? You may not be able to use that	
data without clearer instructions. I think cutting the least used routes, stops, times and days is better	
than raising prices.	Bus Service
I really would prefer if services remained the same without fare hikes.	Fares/Fees/Parking
Unfortunately, service cuts will cause a negative feedback loop where I will start to rule Metro out	
entirely as viable for my transportation needs. Don't forget that these service cuts compound where	
transfers are required. It would be good to invest more, regardless of cuts, on continuing to improve	
headways and timing for connections (i.e., even if the headways are longer, make sure that connection	
times remain reasonable). Rather, I hope WMATA continues to consider new revenue sources (e.g.,	
owned development near Metro stations) to continue to maintain service levels and make the agency	
more resilient. In parallel, WMATA should continue to address operational challenges that, if resolved,	
could drive cost savings, such as overtime.	Service Levels
Please do not eliminate the M4 bus. So many students rely on the M4 to get to Deal/Jackson Reed and	
Tenley Metro/Connecticut Ave (to transfer to L2) to get to other schools, work, and volunteer activities downtown. Work with DCPS.	Bus Service
No station closures. No screwing over end of the line rides. No parking increases.	Fares/Fees/Parking
Cut down on fare evaders. Increase fines. Increase efficiency in staffing - particularly management and	n or court or writing
hq staff. Get concessions from unions on salaries and retirement benefits.	Operating Budget, Management and Spending
Eliminating the M4 will dramatically affect a huge swath of upper Northwest, leaving us with no way to	
get to Metrorail.	Rail Service
Please don't eliminate the J1. The J2 is very crowded and does not get me close enough to my work. I	
have long covid and can't walk very far.	Bus Service
Service cuts to the D2 and D6 will stop my child from being able to use Metro to get to school. This	
needs to be reconsidered.	Bus Service
Metro management is to blame for a reduction in ridership. The agency does not take the	
consideration of riders into account. Decreased service will negatively impact those of us who are	
dependent on it to get around, seniors, low income individuals and people with disabilities. More	
emphasis is needed on meeting those needs and in training reputable drivers/operators. Many drivers	
are unable to answer passenger queries regarding transfers and routes and they take no action when	
riders are discourteous round or loud. They need to be better trained and perhaps metro security	
should be on the buses. The way things are being run is putting the lives of vulnerable people at risk and damaging your reputation as well as that of the national capital. It?s disgraceful.	Rus Sonico
Cutting the two routes 74 and P6 from the SW section of town is an outrage. How in the world do you	Bus Service
expect residents who live south of the mall to get into town for work, school or doctor appointments?	
Why don't you enforce fares instead? I pay my fare and observe many just walking onto the 74 bus and	
flouting the rules. This is true for many of the bus routes. Of course you're low on funds. You're not	
collecting fares!	Bus Service
We need greater frequency of trains and all stops open. If raising fares allows for that - great. But	
closing stations and decreasing frequency will only push higher income people into cars and private	Bus Service
The people most impacted are likely not to respond to this survey.	Miscellaneous
Please consider the changing patterns of transit usage when making these cuts! Cutting service	
dramatically in non-commute peaks further reduces likelihood of people to use transit for all purposes	
and reduces quality of life for people who rely on transit in the DC area.	Bus Service
Raise tolls by 100% to get fewer drivers and raise revenue for WMATA. This is the way. Half of the riders don?t pay for rail fares in the first place. Dramatically increasing the pricing for those	Miscellaneous
of us that do pay is only a punishment on law-abiding citizens and would result in a dramatic DECREASE	
in rail riders.	Fares/Fees/Parking
Randy Clarke, CEO of WMATA, makes more money (\$485K base salary as of 2022) than the president of	
the United States (\$400K). I?d venture to say the country?s president has more responsibilities than	
Mr. Clarke. Perhaps we can find budget cuts in C-suite compensation.	Operating Budget, Management and Spending
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would	Operating Budget, Management and Spending
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place.	Operating Budget, Management and Spending Bus Service
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to	
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into	Bus Service
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes.	Bus Service
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes. This will effect the working class that do ride the train or bus.	Bus Service
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes. This will effect the working class that do ride the train or bus. The slider wouldn't load on the previous question, but I would prefer fare increases over service cuts -	Bus Service
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes. This will effect the working class that do ride the train or bus.	Bus Service Bus Service Bus Service
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes. This will effect the working class that do ride the train or bus. The slider wouldn't load on the previous question, but I would prefer fare increases over service cuts – people are used to price increases, but decreasing service will just lead to fewer and fewer riders due to to the slider would be the previous for the service of the service of the service will previous the service will be the service of the service will be the service of the service of the service of the service will be service will be the service of the service will be service will be service of the	Bus Service
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes. This will effect the working class that do ride the train or bus. The slider wouldn't load on the previous question, but I would prefer fare increases over service cuts - people are used to price increases, but decreasing service will just lead to fewer and fewer riders due to Metro being much more of a hassle to use.	Bus Service Bus Service Bus Service
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes. This will effect the working class that do ride the train or bus. The slider wouldn't load on the previous question, but I would prefer fare increases over service cuts - people are used to price increases, but decreasing service will just lead to fewer and fewer riders due to Metro being much more of a hassle to use. In a region like ours, mass transit is essential and TOP priority over any highway expansion project or	Bus Service Bus Service Bus Service
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes. This will effect the working class that do ride the train or bus. The slider wouldn't load on the previous question, but I would prefer fare increases over service cuts - people are used to price increases, but decreasing service will just lead to fewer and fewer riders due to Metro being much more of a hassle to use. In a region like ours, mass transit is essential and TOP priority over any highway expansion project or parking project. Town centers around metro Stops: Metro needs to rent the land it owns around the	Bus Service Bus Service Bus Service
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes. This will effect the working class that do ride the train or bus. The slider wouldn't load on the previous question, but I would prefer fare increases over service cuts - people are used to price increases, but decreasing service will just lead to fewer and fewer riders due to Metro being much more of a hassle to use. In a region like ours, mass transit is essential and TOP priority over any highway expansion project or parking project. Town centers around metro Stops: Metro needs to rent the land it owns around the metro stops to developers to build town centers, rather than rent to cars - like is done in Japan where a metro stop opens directly in to mixed use space. That rent revenue can pay for some of these cost/service issues.	Bus Service Bus Service Bus Service
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes. This will effect the working class that do ride the train or bus. The silder wouldn't load on the previous question, but I would prefer fare increases over service cuts - people are used to price increases, but decreasing service will just lead to fewer and fewer riders due to Metro being much more of a hassle to use. In a region like ours, mass transit is essential and TOP priority over any highway expansion project or parking project. Town centers around metro Stops: Metro needs to rent the land it owns around the metro stop so to developers to build town centers, rather than rent to cars - like is done in Japan where a metro stop opens directly in to mixed use space. That rent revenue can pay for some of these cost/service issues. First - access to metro services (bike lockers, parking spots, train and bus availability) MUST be	Bus Service Bus Service Bus Service Bus Service
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes. This will effect the working class that do ride the train or bus. The slider wouldn't load on the previous question, but I would prefer fare increases over service cuts - people are used to price increases, but decreasing service will just lead to fewer and fewer riders due to Metro being much more of a hassle to use. In a region like ours, mass transit is essential and TOP priority over any highway expansion project or parking project. Town centers around metro Stops: Metro needs to rent the land it owns around the metro stops to developers to build town centers, rather than rent to cars - like is done in Japan where a metro stop opens directly in to mixed use space. That rent revenue can pay for some of these cost/service issues. First - access to metro services (bike lockers, parking spots, train and bus availability) MUST be predictable. First come, first serve is not predictable for metro's mainstay consumer - the employed	Bus Service Bus Service Bus Service Bus Service
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes. This will effect the working class that do ride the train or bus. The slider wouldn't load on the previous question, but I would prefer fare increases over service cuts - people are used to price increases, but decreasing service will just lead to fewer and fewer riders due to Metro being much more of a hassle to use. In a region like ours, mass transit is essential and TOP priority over any highway expansion project or parking project. Town centers around metro Stops: Metro needs to rent the land it owns around the metro stops to developers to build town centers, rhare than rent to cars - like is done in Japan where a metro stop opens directly in to mixed use space. That rent revenue can pay for some of these cost/service issues. First - access to metro services (bike lockers, parking spots, train and bus availability) MUST be predictable. First come, first serve is not predictable for metro's mainstay consumer - the employed workday commuter. If I ride my bike to the station daily to then commute to work, I can't 'roll the dice'	Bus Service Bus Service Bus Service Bus Service
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes. This will effect the working class that do ride the train or bus. The slider wouldn't load on the previous question, but I would prefer fare increases over service cuts - people are used to price increases, but decreasing service will just lead to fewer and fewer riders due to Metro being much more of a hassle to use. In a region like ours, mass transit is essential and TOP priority over any highway expansion project or parking project. Town centers around metro Stops: Metro needs to rent the land it owns around the metro stops to developers to build town centers, rather than rent to cars - like is done in Japan where a metro stop sto developers to build town centers, rather than rent to cars - like is done in Japan where a metro stop opens directly in to mixed use space. That rent revenue can pay for some of these cost/service issues. First - access to metro services (bike lockers, parking spots, train and bus availability) MUST be predictable. First come, first serve is not predictable for metro's mainstay consumer - the employed workday commuter. If I ride my bike to the station daily to then commute to work, I can't 'roll the dice' that a locker will be available for me. Second, fare increases are perfectly appropriate when needed,	Bus Service Bus Service Bus Service Bus Service
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes. This will effect the working class that do ride the train or bus. The silder working class that do ride the train or bus. The silder wouldn't load on the previous question, but I would prefer fare increases over service cuts - people are used to price increases, but decreasing service will just lead to fewer and fewer riders due to Metro being much more of a hassle to use. In a region like ours, mass transit is essential and TOP priority over any highway expansion project or parking project. Town centers around metro Stops: Metro needs to rent the land it owns around the metro stop sto developers to build town centers, rather than rent to cars - like is done in Japan where a metro stop opens directly in to mixed use space. That rent revenue can pay for some of these cost/service issues. First - access to metro services (bike lockers, parking spots, train and bus availability) MUST be predictable. First come, first serve is not predictable for metro's mainstay consumer - the employed workday commuter. If I ride my bike to the station daily to then commute to work, I can't coll the dice' that a locker will be available for metro's mainstay consumer - the employed but WMATA needs to get an absolute handle of the fare jumping problem and the number of homeless	Bus Service Bus Service Bus Service Bus Service
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes. This will effect the working class that do ride the train or bus. The slider wouldn't load on the previous question, but 1 would prefer fare increases over service cuts - people are used to price increases, but decreasing service will just lead to fewer and fewer riders due to Metro being much more of a hassle to use. In a region like ours, mass transit is essential and TOP priority over any highway expansion project or parking project. Town centers around metro Stops: Metro needs to rent the land it owns around the metro stops to developers to build town centers, rather than rent to cars - like is done in Japan where a metro stop opens directly in to mixed use space. That rent revenue can pay for some of these cost/service issues. First - access to metro services (bike lockers, parking spots, train and bus availability) MUST be predictable. First come, first serve is not predictable for metro's mainstay consumer - the employed workday commuter. If I ride my bike to the station daily to then commute to work, I can't 'roll the dice' that a locker will be available for me. Second, fare increases are perfectly appropriate when needed, but WMATA needs to get an absolute handle of the fare jumping problem and the number of homeless and mentally ill riders who use the metro train cars as toilets and the busses as opportunities to harass	Bus Service Bus Service Bus Service Bus Service
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes. This will effect the working class that do ride the train or bus. The slider wouldn't load on the previous question, but I would prefer fare increases over service cuts - people are used to price increases, but decreasing service will just lead to fewer and fewer riders due to Metro being much more of a hassle to use. In a region like ours, mass transit is essential and TOP priority over any highway expansion project or parking project. Town centers around metro Stops: Metro needs to rent the land it owns around the metro stops to developers to build town centers, rather than rent to cars - like is done in Japan where a metro stop opens directly in to mixed use space. That rent revenue can pay for some of these cost/service issues. First - access to metro services (bike lockers, parking spots, train and bus availability) MUST be predictable. First come, first serve is not predictable for metro's mainstay consumer - the employed workday commuter. If 1 ride my bike to the station daily to then commute to work, I can't roll the dice' that a locker will be available for me. Second, fare increases are perfectly appropriate when needed, but WMATA needs to get an absolute handle of the fare junging problem and the number of homeless and mentally ill riders who use the metro train cars as toilets and the busses as opportunities to harass commuters. I don't see it daily but I see it almost weekly. It dramatically degrades the perception of the	Bus Service Bus Service Bus Service Bus Service
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes. This will effect the working class that do ride the train or bus. The slider wouldn't load on the previous question, but 1 would prefer fare increases over service cuts - people are used to price increases, but decreasing service will just lead to fewer and fewer riders due to Metro being much more of a hassle to use. In a region like ours, mass transit is essential and TOP priority over any highway expansion project or parking project. Town centers around metro Stops: Metro needs to rent the land it owns around the metro stops to developers to build town centers, rather than rent to cars - like is done in Japan where a metro stop opens directly in to mixed use space. That rent revenue can pay for some of these cost/service issues. First - access to metro services (bike lockers, parking spots, train and bus availability) MUST be predictable. First come, first serve is not predictable for metro's mainstay consumer - the employed workday commuter. If I ride my bike to the station daily to then commute to work, I can't 'roll the dice' that a locker will be available for me. Second, fare increases are perfectly appropriate when needed, but WMATA needs to get an absolute handle of the fare jumping problem and the number of homeless and mentally ill riders who use the metro train cars as toilets and the busses as opportunities to harass	Bus Service Bus Service Bus Service Bus Service
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes. This will effect the working class that do ride the train or bus. The silder wouldn't load on the previous question, but I would prefer fare increases over service cuts - people are used to price increases, but decreasing service will just lead to fewer and fewer riders due to Metro being much more of a hassle to use. In a region like ours, mass transit is essential and TOP priority over any highway expansion project or parking project. Town centers around metro Stops: Metro needs to rent the land it owns around the metro stop so to developers to build town centers, rather than rent to cars - like is done in Japan where a metro stop opens directly in to mixed use space. That rent revenue can pay for some of these cost/service issues. First - access to metro services (bike lockers, parking spots, train and bus availability) MUST be predictable. First come, first serve is not predictable for metro's mainstay consumer - the employed workday commuter. If I ride my bike to the station daily to then commute to work, I can't 'roll the dice' that a locker will be available for me. Second, fare increases are perfectly appropriate when needed, but WMATA needs to get an absolute handle of the fare jumping problem and the number of homeless and mentally ill riders who use it almost weekly. It dramatically degrades the perception of the Metro as safe and accessible. Third, be thoughtful to how you could disincentivize metro use through	Bus Service Bus Service Bus Service Bus Service
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes. This will effect the working class that do ride the train or bus. The slider wouldn't load on the previous question, but I would prefer fare increases over service cuts - people are used to price increases, but decreasing service will just lead to fewer and fewer riders due to Metro being much more of a hassle to use. In a region like ours, mass transit is essential and TOP priority over any highway expansion project or parking project. Town centers around metro Stops: Metro needs to rent the land it owns around the metro stops to developers to build town centers, rather than rent to cars - like is done in Japan where a metro stop opens directly in to mixed use space. That rent revenue can pay for some of these cost/service issues. First - access to metro services (bike lockers, parking spots, train and bus availability) MUST be predictable. First come, first serve is not predictable for metro's mainstay consumer - the employed workday commuter. If I ride my bike to the station daily to then commute to work, I can't '101 the dice' that a locker will be available for me. Second, fare increases are perfectly appropriate when needed, but WMATA needs to get an absolute handle of the fare jumping problem and the number of homeless and mentally ill riders who use the metro train cars as toilets and the busses as opportunities to harass commuters. I don't see it daily but I see it almost weekly. It dramatically degrades the perception of the dero and the services. For example, if I want to use the metro to ravel to Dulles from Vienna to	Bus Service Bus Service Bus Service Bus Service
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes. This will effect the working class that do ride the train or bus. The slider wouldn't load on the previous question, but 1 would prefer fare increases over service cuts - people are used to price increases, but decreasing service will just lead to fewer and fewer riders due to Metro being much more of a hassle to use. In a region like ours, mass transit is essential and TOP priority over any highway expansion project or parking project. Town centers around metro Stops: Metro needs to rent the land it owns around the metro stops to developers to build town centers, rather than rent to cars - like is done in Japan where a metro stop opens directly in to mixed use space. That rent revenue can pay for some of these cost/service issues. First - access to metro services (bike lockers, parking spots, train and bus availability) MUST be predictable. First come, first serve is not predictable for metro's mainstay consumer - the employed workday commuter. If I ride my bike to the station daily to then commute to work, I can't 'roll the dice' that a locker will be available for me. Second, fare increases are perfectly appropriate when needed, but WMATA needs to get an absolute handle of the fare jumping problem and the number of homeless and mentally ill riders who use the metro train cars a soliets and the busses as opportunities to harass commuters. I don't see it daily but I see it almost weekly. It dramatically degrades the perception of the Metro as safe and accessible. Third, be thoughtful to how you could disincentivize metro use through cumulative increased costs. For example, if I want to use t	Bus Service Bus Service Bus Service Bus Service
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes. This will effect the working class that do ride the train or bus. The slider wouldn't load on the previous question, but I would prefer fare increases over service cuts - people are used to price increases, but decreasing service will just lead to fewer and fewer riders due to Metro being much more of a hassle to use. In a region like ours, mass transit is essential and TOP priority over any highway expansion project or parking project. Town centers around metro Stops: Metro needs to rent the land it owns around the metro stops to developers to build town centers, rather than rent to cars - like is done in Japan where a metro stop opens directly in to mixed use space. That rent revenue can pay for some of these cost/service issues. First - access to metro services (bike lockers, parking spots, train and bus availability) MUST be predictable. First come, first serve is not predictable for metro's mainstay consumer - the employed workday commuter. If ind em bike to the station daily to then commute to work, I can't 'roll the dice' that a locker will be available for me. Second, fare increases are perfectly appropriate when needed, but WMATA needs to get an absolute handle of the fare jumping problem and the number of homeless and mentally il riders who use the metro train cars as toilets and the busses as opportunities to harses and mentally il riders who use the week or urars as toilets and the buse the perception of the Metro as safe and accessible. Third, be thoughtful to how you could disincentivize metro use through ick up visitors, I pay for parking, then we each for our trips on the silv	Bus Service Bus Service Bus Service Bus Service
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes. This will effect the working class that do ride the train or bus. The slider wouldn't load on the previous question, but I would prefer fare increases over service cuts - people are used to price increases, but decreasing service will just lead to fewer and fewer riders due to Metro being much more of a hassle to use. In a region like ours, mass transit is essential and TOP priority over any highway expansion project or parking project. Town centers around metro Stops: Metro needs to rent the land it owns around the metro stops to developers to build town centers, rather than rent to cars - like is done in Japan where a metro stop poend directly in to mixed use space. That rent revenue can pay for some of these cost/service issues. First - access to metro services (bike lockers, parking spots, train and bus availability) MUST be predictable. First come, first serve is not predictable for metro's mainstay consumer - the employed workday commuter. If I ride my bike to the station daily to then commute to work, I can't 'roll the dice' that a locker will be available for me. Second, fare increases are perfectly appropriate when needed, but WMATA needs to get an absolute handle of the fare jumping problem and the number of homeless and mentally ill riders who use the metro train cars as toilets and the busses as opportunities to harass commuters. I pay for parking, the we each for our trips on the silver and orange lines. Through further who use the metro to travel to Dulles from Viena to pick up visitors, I pay for parking, then we each for our trips on the silver and orange lines. There is not a	Bus Service Bus Service Bus Service Bus Service
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes. This will effect the working class that do ride the train or bus. The slider wouldn't load on the previous question, but I would prefer fare increases over service cuts - people are used to price increases, but decreasing service will just lead to fewer and fewer riders due to Metro being much more of a hassle to use. In a region like ours, mass transit is essential and TOP priority over any highway expansion project or parking project. Town centers around metro Stops: Metro needs to rent the land it owns around the metro stop sto developers to build town centers, rather than rent to cars - like is done in Japan where a metro stop poens directly in to mixed use space. That rent revenue can pay for some of these cost/service issues. First - access to metro services (bike lockers, parking spots, train and bus availability) MUST be predictable. First come, first serve is not predictable for metro's mainstay consumer - the employed workday commuter. If I ride my bike to the station daily to then commute to work, I can't 'roll the dice' that a locker will be available for me. Second, fare increases are perfectly appropriate when needed, but WMATA needs to get an absolute handle of the fare jumping problem and the number of homeless and metally ill riders who use the metro train cars a soliets and the buses as opportunities to harass commuters. I don't see it daily but I see it almost weekly. It dramatically degrades the perception of the Metro as safe and accessible. Third, be thoughtful to how you could disincentivize metro use through pick uy visitors, I pay for parking, then we each for our tri	Bus Service Bus Service Bus Service Bus Service
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes. This will effect the working class that do ride the train or bus. The slider wouldn't load on the previous guestion, but I would prefer fare increases over service cuts - people are used to price increases, but decreasing service will just lead to fewer and fewer riders due to Metro being much more of a hassle to use. In a region like ours, mass transit is essential and TOP priority over any highway expansion project or parking project. Town centers around metro Stops: Metro needs to rent the land it owns around the metro stops to developers to build town centers, rather than rent to cars - like is done in Japan where a metro stop opens directly in to mixed use space. That rent revenue can pay for some of these cost/service issues. First - access to metro services (bike lockers, parking spots, train and bus availability) MUST be predictable. First come, first serve is not predictable for metro's mainstay consumer - the employed workday commuter. If I ride my bike to the station daily to then commute to work, I can't 'oll the dice' that a locker will be available for me. Second, fare increases are perfectly appropriate when needed, but WMATA needs to get an absolute handle of the fare jumping problem and the number of homeless and mentally ill riders who use the metro train cars as toilets and the busses as opportunities to harass commuters. I don't see it daily but I see it almost weekly. It dramatically degrades the perception of the Altor will be available for me. Second, fare increases are offective than simply driving or using ride share services. This would be detrimental both economical	Bus Service Bus Service Bus Service Fares/Fees/Parking
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes. This will effect the working class that do ride the train or bus. The slider wouldn't load on the previous question, but I would prefer fare increases over service cuts - people are used to price increases, but decreasing service will just lead to fewer and fewer riders due to Metro being much more of a hassle to use. In a region like ours, mass transit is essential and TOP priority over any highway expansion project or parking project. Town centers around metro Stops: Metro needs to rent the land it owns around the metro stops to developers to build town centers, rather than rent to cars - like is done in Japan where a metro stop opens directly in to mixed use space. That rent revenue can pay for some of these cost/service issues. First - access to metro services (bike lockers, parking spots, train and bus availability) MUST be predictable. First come, first serve is not predictable for metro's mainstay consumer - the employed workday commuter. If I ride my bike to the station daily to then commute to work, I can't '101 the dice' that a locker will be available for me. Second, fare increases are perfectly appropriate when needed, but WMATA needs to get an absolute handle of the fare jumping problem and the number of homeless and mentally ill riders who use the metro train cars as toilets and the busses as opportunities to harass commuters. I don't see it daily but I see it almost weekly. It dramatically degrades the perception of the Metro as safe and accessible. Third, be thoughtful to how you could disincentivize metro use through to pick up visitors, I pay for parking, then we each for ou	Bus Service Bus Service Bus Service Bus Service
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes. This will effect the working class that do ride the train or bus. The slider wouldn't load on the previous question, but I would prefer fare increases over service cuts - people are used to price increases, but decreasing service will just lead to fewer and fewer riders due to Metro being much more of a hassle to use. In a region like ours, mass transit is essential and TOP priority over any highway expansion project or parking project. Town centers around metro Stops: Metro needs to rent the land it owns around the metro stops to developers to build town centers, rather than rent to cars - like is done in Japan where a metro stop opens directly in to mixed use space. That rent revenue can pay for some of these cost/service issues. First - access to metro services (bike lockers, parking spots, train and bus availability) MUST be predictable. First come, first serve is not predictable for metro's mainstay consumer - the employed workday commuter. If ind em bike to the station daily to then commute to work, I can't 'roll the dice' that a locker will be available for me. Second, fare increases are perfectly appropriate when needed, but WMATA needs to get an absolute handle of the fare jumping problem and the number of homeless and mentally ill riders who use the metro train cars as toilets and the busses as opportunities to harses and theral excess. For example, if I want to use the metro to travel to Dulles from Vienna to pick up visitors, I pay for parking, then we each for our trips on the silver and orange lines. There is not a huge price difference between leveraging metro services for this	Bus Service Bus Service Bus Service Fares/Fees/Parking
96 is essential for students at AU and the D2 is basically the school bus for Duke Ellington. It would make getting to school nearly impossible for those kids. Please keep these in place. My child uses Metrobus to get to school and some of the proposed changes will impact her ability to get to school on time. Metrobus serves as a shadow school bus system and that must be taken into account with any of the proposed changes. This will effect the working class that do ride the train or bus. The slider wouldn't load on the previous question, but 1 would prefer fare increases over service cuts - people are used to price increases, but decreasing service will just lead to fewer and fewer riders due to Metro being much more of a hassle to use. In a region like ours, mass transit is essential and TOP priority over any highway expansion project or parking project. Town centers around metro Stops: Metro needs to rent the land it owns around the metro stops to developers to build town centers, rather than rent to cars - like is done in Japan where a metro stop opens directly in to mixed use space. That rent revenue can pay for some of these cost/service issues. First - access to metro services (bike lockers, parking spots, train and bus availability) MUST be predictable. First come, first serve is not predictable for metro's mainstay consumer - the employed workday commuter. If I ride my bike to the station daily to then commute to work, I can't '101 the dice' that a locker will be available for me. Second, fare increases are perfectly appropriate when needed, but WMATA needs to get an absolute handle of the fare jumping problem and the number of homeless and mentally ill riders who use the metro train cars as toilets and the busses as opportunities to harass commuters. I don't see it daily but I see it almost weekly. It dramatically degrades the perception of the Metro as safe and accessible. Third, be thoughtful to how you could disincentivize metro use through ful using ride share services. This would be detrimental bo	Bus Service Bus Service Bus Service Fares/Fees/Parking

 data bit and bit an walk and of a large from a mage and bit and bits and and and and and and and and and and		
hears for the for the set of the		Category
 unumber is A summing is A summing is the advanced is a big and a submer is a big and a big advanced is advanced is a big advanced is a big advanced is advanced is a big advanced is a big advanced is big advanced is advanced is		
sinx door and a mode of each and a mode of a constraint of a c		
 Add rul fur grapt at day and you and you		
The TA and TA bases are constrained on extendence of solutions. We depend on these two multianes of the solution and the solu		Bus Service
the response of the L should be to the the should be to the sh		
 data bit and bit an walk and of a large from a mage and bit and bits and and and and and and and and and and	transport us to grocery stores, doctors' appointments and daily activities.	Bus Service
Resplication of induits or investor. Restrict Main and any set of induits or investor. In Sector Restrict	the frequency of the L2 which I use has finally been reliable and reasonable. I would hate that to	
adder. cprice from a field of a bioreads. So where, expectively our tooks the perplait, and the source our integrit to protects and outperts our perplait and the source outperplait outperplait outperpl		Bus Service
Methods is all as intervice to prefereinments and watter, epectably has holds to hough is all and to freque to have to hough it is all and to freque to have than have to have to have than have to have to have than have to have to have to have than have to have to have to have to have than have to have to have than have than have to have to have to have than have than have to have to have to have than have than have to have than have have to have to have thave to have than have to have t		Rus Convice
denotes Participation interpretation interpretation interpretation interpretation interpretatinterpretatinterpretation interpretation		Bus service
has be index in the series of a series of		Bus Service
The approach device due to due to the function of the standy are provided to the standy are provided t	Frequency is freedom and integral to the system. Federal subsidies for riders will always be there, use	
it descrit mute if i foor pay on the seques roots 1 > 6 ± 16, foo gaps are gains to out the magnetic roots in the root in the seques roots in the root		
amage. These expressions parts of weight explicit to built begin states. Boroce Constraints and states for the state built best basis basis basis Boroce Constraints and states for the states basis basis basis basis basis Boroce While understands Boroce While understands Boroce While understands Boroce While understands Boroce Understands <td< td=""><td></td><td>Bus Service</td></td<>		Bus Service
Guerent base and mutus are unable for the route lue at the legar is and trans are lated to the properties exacting on prove participation of the second of the product of t		Bus Conviso
specie according on just m one pail shough. meric period in a finite diverse should be a finite formas well also parters better interaction. Second be pailed. Well also better to be a finite diverse should be a finite diverse interaction. The second better diverse should be pailed formation. merical. interaction. interaction. interaction. interaction. intetaction. interaction. interacti		Bus service
 elected service, source is source and regular rouge is not by source and access packed one base of the source and access packed one base of the source access and access packed one base of the source access and access packed one base of the source access and access packed one base of the source access and access packed one base of the source access and access packed one base of the source access and access packed one base of the source access and access packed one base of the source access and access packed one base of the source access and access packed one base of the source access and access packed one base of the source access and access packed one base of the source access and access packed one base of the source access and access packed one base of the source access and access packed one base of the source access and access packed one base of the source access and access packed on access packed on	people evacuating on just my one pass through.	Bus Service
While understand line for a long to the solution of the solution of the solution of the long and	The 74 route is crucial to SW residents getting around town. A fare increase would be preferable to	
increased. There does word only hep further decrees orders at any additional baging defining across path (any context) and papels worder at any additional baging defining across path (any context) and papels or defining increases and any defining increases at equals (WATA Actual ap path or defining increases) and any defining increases at equals worder at any defining increases and advice part of the context order any mony mon three defining increases and advice part of the context order any mony mon three defining in a englypsic of context in the advice part of the context order any mony and expendition that is part of the part of the advice intervent of the advice intervent or defining in a englypsic of context in the advice part of the context order any mony and expendition that is part of the part of the advice intervent of the ad		Bus Service
shard Ban Beschelder d'hors to get fund from C, Va, and M Jouxid Pete de plan yeaks since than offent gourse quality are tose than guite. Ward An Joudia app and the offent at ansate yeak of the plan guite guite. The second of the comment and spending materials and the comment and spending peter allows and the plan peter bank and the second of the second and the spending of the second and the second the second		
offering pore querity served: to the public. WMATA about do up public of the rate rule for updice intervents into a derivative struct of the constant stating are money from the off the former public offering structure. Descent of the public offering publ		
and up and a strake of this constant balle to get more, from three different junkings. Operating budget, Mangement and Speeding The D6 bur of winters of Strake. The D6 bur of the constant balle to get more, from three different junkings burget to get the strake of the burget burget to be a strake of the burget bur		
Do not eliminate of genroe. The O bus compact of Genroen Hospital is extremely essential for this without a curl feel this would genroe hospital is extremely essential for this as an englorithment the real of the building. Heasing the Genroen Hospital is extremely essential for this as an englorithment the real of the building. Heasing the Genroen Hospital is extremely essential for this as an englorithment the real of the building. Heasing the Genroen Hospital is extremely essential for the same in hospital community. The Genroen Hospital is extremely the development the building without that Genroen Hospital is extremely essential for the same in hospital is extremely as and from the hospital. Removing the GSM without the same in hospital is extremely as and from the hospital. Removing the GSM with site for a for a same is the same in hospital is extremely as and from the hospital. Removing the GSM with site for a for a same is the same in the foreign is an entremely estimate the same in the same in the hospital is extremely as a foreign the foreign is an entremely estimate the same in the foreign is an entremely estimate the same in the same is the same in the same is the same in the foreign is an entremely estimate the same in the same is the same	structures instead of this constant battle to get money from three different jurisdictions.	Operating Budget, Management and Spending
The GB bus coming to decayperson Mappin I externelly examinal for those wellow a sur. The Him wellow and grant wift experiment that a energive of Congregion Mappin Parks and Park Park Park Park Park Park Park Park		
hespie]. According that with when one of my heating members has an appointment here and 1 decomposition of the building. Without that Defouse (1) work of the building according the decomposition of the building (1) work w		
cannot privery. Two view private in the proving root and the privery more in the building. Which was the Dis out, was was the priver in the building which was the Dis out, was was the priver in the building which was the Dis out, was was the priver in the building which was the priver in the building. Which was the priver in the building which was the priver in the building which was the priver in the building. Which was the priver in the building which was the priver in the priver in the priver in the priver in the priver integration of the building which was the priver in the priver integration of the building which was the priver in the priver integration of the building which was the priver integration of the building of the priver integration of the building which was the priver integration integration of the building which was the priver integration integration of the building which was the priver integration integr		
the builting without has before the output many protects and provide the built of t		
increased in the decision. Thank you, Chanka. The D6 is an ong box notes to our community. The D6 provides frontilline workes and the patients they cancelle our difference between being box of the hospital. Removing the D6 will result of desarregible of the desarre		
The DB is a major but road is to an community and apportant (i) the MeBiar Georgeborn University indepart community and apportant of the selection of the selec		Rus Service
Hoppito community. The D6 provides frontine workers and the patients thy care for a sife way to commute and from the hoppital. Remongs the D6 will result; in members having to leave their pais the members having to leave their pais the hoppitol because they have no way to commute and from des and ew top paints who are discharged to leave hospital incredes and ew top paints who are discharged to leave hospital incredes and ew top paints who are discharged to leave hospital incredes and ew top paints who are discharged to leave hospital incredes and ew top paints who are discharged to leave hospital incredes and ew top paints who are discharged to leave hospital incredes and ew top paints who are discharged to leave hospital incredes and ew top paints the result in the owner and the leave the time of the members who to find in the owner and the form of transportation for the M64514 Georgedom embers who to find it or makes are light off at the relevant to and the to members the support of the M64514 Georgedom embers who are discharged who to in DC and embers the paint the time that how and mexin the and embers the paint with the the support of the M64514 Georgedom embers who to find it or makes are light off at the relevant are light off at the relevant to and the time paint who the relevant way is get to a cests how the relevant to and the time paint who the relevant way is and results have and results heap the relevant way is and results have to and results heap the relevant to and results heap the relev		
the hospital because they have no way to commute and will have major safety reprecusations for Metter displanged to leave hospital property and not reside on Georgetom (ity streets. Bus Service Bus		
jatients in a laready short staffed occupation. The 08 alor provides as the way for patients way and patients	commute to and from the hospital. Removing the D6 will results if members having to leave their job at	
discharged to leave hospital property and not reside on Georgeouw city stress. Bus Service Need dis bus for work early in the morning and then later in the evening for eturn home to family Bus Service Need dis bus for work early in the morning and then later in the evening for eturn home to family Bus Service Bus service Bus Service Read do not change to the Metro Access Training program. This program was Bus Service Bus service Bus Service Bus bork was bus to the Metro Access Training program. This program was Bus Service Bus bork was bus to the Metro Access Training program. This program was Bus Service Confignents in support of the Metro Access Training program. This program was Bus Service Confignents in support of the Metro Access Training program. This brokes west Bus Service Confignents in support of the Metro Access Training program. This brokes west Bus Service Confignents in support on the Metro Access Training program. This brokes west Bus Service Bus Born of the Metro Access Training program. This brokes dus bus due to first bus of the Access Training brokes west was bus due to give the table straining brokes. Wenh the next bus associant from the Access Training brokes. Wenh the next bus associant from the Access Training training brokes. Wenh the next bus associant from the Access Training brokes. Wenh the next bus associant from the Access Training tr		
Hige the L8 bus down Connectual Xerue stays Bus Service Bus Service Bus Service Rice the L8 Bus Service Wite compliance with time Bus Service Please do not change the D6 bus route, as many of our patients rely on this form of transportation for the Method Suce Service Bus Service Please do not change the D6 bus route, as many of our patients rely on this form of transportation for the Method Suce Service and Suce Service Bus Service Please do not change the D6 bus route, as many of the Method Access Travel Training program Was the single thing that were how to find it or make sure ig of diff at the right to sing that year hy very bus stopped 1 an ertor station. Decame much more confident. She showed me how to find the bus stop, and even how to check when the net bus was form on the single thing that year bus stopped 1 am etcile Sarial many of the method state sanable for epide who hen DC cand that has snabled for epides who hen To check when the net bus was form on that rains nable of the training and route that rains nable of the training and route that raining. And route that raining cand route and that an ensule that route that raining cand route and that an ensule that raining cand route and that can ensule that route raining cand route and that can ensule that raining cand route and that can ensule area how as all improved diractically since receiving training and ten direct substrates that that an abus cand route and that raining cand route and that raining c		
Need & Bus for work early in the moning and then later in the evening to return home to family Bus Service Micke the IB Bus Service Base do not change the D6 bus cotes, are many of our patients rely on this form of transportation for B Bus Service Rife to offer comments in support of the Metro Access Travel Training, program. This program was service Bus Service sto base to the the bus stop, and even how to check when the metro to was service in commutation the bus stop, and even how to check when the metro was service in complex who live in the stop and much to bus stop, and even how to check when here to was set to a social proper who live in DC and Maryland and may struggle to access orientation and mobility training through whole weight through whole weight the bus stop, and even how to the Check whole the metro and that this neabled metro is and that raining. And more service is a molecular was set to access than the DOSS program and was absolutely critical whan I needed training on how to get to a rely job. I wouldn't ham been able to be winned at that raining. And more support to a social groups to the able of weight would be rely able whole weight to able of the social groups to the able of the social group the able social groups to the social groups the able social groups to the able of the social group		
Bilde the Is Bus Service Please do not change the D6 bus route, as many of our patients rely on this form of transportation for the hashbrare at NeXSer Geographic Bus Service Please do not change the D6 bus route, as many of our patients rely on this form of transportation for the single thing that he bus and metro independently. Before receiving training, I was too scared to ride the bus bacan device independently. Before receiving training, I was too scared to ride the bus bacan device independently. Before receiving training, I was too scared to ride the bus bacan device independently. Before receiving training, I was too scared to ride the bus bacan device independently. Before receiving training, I was too scared to ride the bus stops and even how to check when the net bus was confident. She showed me how to find the bus stops and even how too check when the net bus was confident. She showed me how to find the bus stops and even how too check when the net bus was to go new places on my own. The program is such as mignore that has enabled me to go new places on my own. The program is such as mignore that has enabled me to go new places on my own. The program is such as mignore that has enabled me to go new places on two routs. The training out on the stop as even that how too planterives, or get to medical appointments. Jarrady submitted a survey, but I vannet to planterives, or get to medical appointments. Jarrady submitted a survey, but I vannet to planterives, or get to medical appointments. Jarrady submitted a survey, but I vannet to planterives, or get to medical appointments. Jarrady submitted a survey, but I vannet to planterives, or get to medical appointments. Jarrady submitted a survey, but I vannet to planterives, or get to medical appointments. Jarrady submitted a survey, but I vannet to planterives, or get to medical are how only work. No medical effects to protect fu		
Please don't change the 05 bur route, as many of our patients rely on this form of transportation for the histhicar at MedStar Georgetown PCI like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed ne to use the bus and metro independently. Electronic releving training, L was too scared to ride the bus because I vasors? sure how to find it or make sure i got off at the right stop. Bur when fighted to the neth arrently every bus stoped at a metro station, became mumore confident. She showed me how to find the bus stop, and even how to check when the next bus was comming in live time, she was able to give next tile Brain maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Mayrahan ad mays storge to access orientation and mobility training through heab services. When I lived in Mayraha, before moving to DC, the WMATA program was sale to access than the DOS storgeram and was absolutely ricital when I needed training and now that ITm in DC, we have very limited trave travers analyse to medical appointents. I already stubmited a survey, but vandet do specifically address how important this program is to hose of us who need it. My quality of life, many individuals, businesses and families with access to Potomac and Betheda that simply would not east without. It. The ZMerobus provides the only reliabel to accommunity. This route provides that the to expers to the max all improved datastally since receiving training and I tell all of my blind and disabled friends that it?s an absolute must. Lan TS speak highly enough about It. Service Levels without it. The ZMerobus provides the only reliabel to accommunity. This route provides that the to community. I may train to community and end		
their healthcare at MedSar Googetoon Bus Service If all let ooffer comments in support of the Metro Access Travel Training program. This program was at source to the head the bus stop, and even how to check where the oth the varies and metro independently. Before receiving training, it was to scared to the the bus bestop, and even how to check where the net the uses source of the full bus bus son, and even how to check where the net the uses source of the full bus bus son, and even how to check where the net the uses source of the full bus bus son, and even how to check where the net the uses source of the full bus bus son, and even how to check where the net the uses sources where the other the net the net or and that has enabled me to go new places on yown. The program was easier to access than the DOG and Maryland and may straggle to access orientation and mobility training through rehab services. When I lived that training, and now that I'm in Doc we have very limited to access orientation and mobility training in through rehab services, and sometimes you can get travel training through rehab services and sometimes you can get travel training through rehab services and somethal training through rehab services and somethal training through rehab services and somethal training and the difference betwee being biel to in social groups, get to MarAlaw (at the tarining and the difference betwee being biel to in social difference) Service Levels which the tarining and betwee the set the tarining and betwee the tarining and the difference betwee being biel to in social appointments. J and ty speak high would not the service at the tarining and the set the set the tarining and the set the set to access the tarining and the set to a provide the avertice betwee the set to access the tarining and the set to a provide the avertis the tarining and the set to a provide the avertice betwee the se	M Like compliance with time	Miscellaneous
Total like to offer comments in support of the Metro Access Travel Training program. This program was In the single ting that allowed me to use the bus and metro independently. Before receiving training, I was to scared to ride the bus because I wasn's sure I got off at the right vas to bus scared to ride the bus because I wasn's sure I got off at the right vas to bus scared to ride the bus because I wasn's sure I got off at the right vas to bus scared to ride the bus because I wasn's sure I got off at the right vas to bus scared to ride the bus because I wasn's sure I got off at the right vas to bus scared to ride the bus because I wasn's support to the bus wasnes vas to bus scared to ride the bus stop, and even how to the cost when the next bus was vasnes absolutely critical when I needed training on how to get to a new job. I wouldn't have been able to bee my bot wouldne that training, and how that (Trin ID, eve have ever) inited travel traines available through rehab services, and sometimes you can get travel training through WMATA was faster and that can mean the difference between been gabe to jon social groups, get to job interviews, or get to medical appointements. I can's gaske highly enough baoutit. Service Levels I wint to appointement and the strave scare store to our community. This route provides many individuals, businesses and families with access to the point and the straves and scares for the many riders who require this service to get to work, school, and other activities. Trank you for yout time and consider all mores vore get to metal appointements. How you got appointements and you for yout time and consider all mores to prove that and you for yout time and consideratalon. Bervice		IVIISCEITAI IEOUS
the single thing that allowed me to use the bus and metro independently. Before receiving training, I was to scared to the the bus boos, and work find for makes ure J got of at the right stop. But when Bridge to life the bus stop, and even how to check when the next bus was coming in live time. She was alle to give me tactlle Braille maps of the metro and that has enabled me tog on explaces on my work. The program is such an important backstop for people who live in Card Maryland and may struggle to access orientation and mobility training through rebab services. When I indie in Maryland, before moving to C, the WMAT approgram was easies to a new job. I wouldn't have been able to before moving to C, the WMAT approgram was easies to a cress than the DOS program and was abolutely utilial when I needer training on how to get to a new job. I wouldn't have been able to the training and work that training, and now that I' min C on cases than the DOS pectifically address and that crames and bootse must that training. And work that training through WMATA was faster and that crames and abolute must. Learn't speak highly to gio nocial groups, git to gio interviews, or get to medical appointements. Learn't speak highly training through WMATA was faster and that crame head of such be defined to a such yeak to the training through WMATA was faster and that crame head of the such beads that simply would not east whout. It The T Alertobus provides the only reliable ublic transportation to this part of the train to the such that shall be abolute must chan the speak abolute would have that to the the such that such such such as a low store to that that that that that that that t	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for	
was too scared to ride the bus because I wasn't sure how to find to r make sure I got off at the right soft wither Bridget Uid me that nearly every bus stoped at a metro station. I became nuch more configine. Is he showed ne how to find the bus stop, and even how to check when the next bus was to go new places on my own. The program is such an important backstop for people who live in DC and Maryland, before moving to DC, the WMATA program was easier to access than the DOIS program and was absolutely critical when I needed training on how to get to a new job. I wouldn?t have been able to keep my job Windt that training. And now that ?tmin ID, We have very limited trave traines available through rehb services, and sometimes you can get trave training through getification and easies absolutely critical when I needed training on how to get to a new job. I wouldn?t trave traines available through rehb services, and sometimes you can get trave training through getification address tow important this program is to through or bus critical, such as the service levels absolutely critical when the difference betwee being able to jon social groups, get to job interviews, or get to medical apointments. I already submitted a survey, but I wanted to septification address tow important this program is to thoor do us who needs this high would hout any individuals, businesses and finallies with access to potome and Betheds that simply would not exist without it. The T2 Metrobus provides the out or community. This route provides many individuals, businesses of the the County?s economy. Please condent all efforts to provides trave through bus to frage the many riders who require this service to get to work, school, and other attivets. Thank you for your time and consideration. I maw taiting to comment against the propositio te of D2 has service. Please deaps the function of the taits and sub tot meents the out of the service levels Please deaps the function of the taits and the onto my wow work. New use the t	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown	
stop. But when Bridget toil me that nearly every but stopped at a metro station, Ibecame much more for the source of the bus stop, and even how to check when the nearly bus was coming in live time. She was able to give me tacille Braile maps of the metro and that has enabled me to go new places on may own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access or obteriation and mobility training in how up get to a cere joi. Nurvality of the bus source of the total source to a cere joi. Nurvality of the bus source of the total source total s	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 1?d like to offer comments in support of the Metro Access Travel Training program. This program was	
coming in live time. She was able to give metacile Braille mags of the metro and that has enabled me tog one wplaces on my own. The originar is such an important backstop for people who live in DC and Maryland, before moving to DC, the WMATA program was easier to access than the DOBS pargem and was absolutely critical when I needed training on how to get to a new job. I wouldn?t thave bean able to keep my job without that Training, And now that I'm in DC, we have very limited thave the rains available through rehab services, and sometimes you can get travel training and itel pointerviews, or get to medical appointments. I alrendy submitted as urvey, but I vanking through WMATA way faster and that can mean the difference between being able to join social groups, get to pointerviews, or get to medical appointments. I alrendy submitted as very, but I vanking and I tell pointerviews, or get to medical appointements. I alrendy submitted to specifically address how important this program is to those of us who need it. My quality of life, many individuals, businesses and families with access to Pottoma and Bethesd hat simply would not exist whith It. The 12 Metrobus provides the only resource to urroumny. This route pour communy. This route pour consider than the pour pous pous pour the that the	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 17d like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I	
to go new places on my own. The program is such an important backtop for people who live in DC and Maynand and mystraggie 0 access orientation and mobility training through rehab verices. When I have ben able to keep my job whoult that training. And now that I'm in DC, what ever w jimited have ben able to keep my job whoult that training. And now that I'm in DC, what ever jimited trainer savilable through rehab services, and sometimes you can get ravel training through job interviews, org et to medical appointments. I already submitted a survey, but I vanted to job interviews, org et to medical appointments. I already submitted a survey, but I vanted to job interviews, org et to medical appointments. I already submitted a survey, but I vanted to job interviews, org et to medical care have all improved drastically since receiving training and I tell all of my biland disabled friends that it?a na slobute must. Land's speak highly nough about it. service Levels were Levels were therefore is crucial for the the County?s economy. Please consider all efforts to protect full Tater to express the importance of the 72 Metrobus route to our community. This route provides were therefore is crucial for the the County?s economy. Please consider all efforts to protect full Tater to express for the many fundies who requires this service to to work, school, and there activities. Thank you for your time and consideration. Please keep the Metrobus T2 II. which as been around since as long as Lan remember. Yet important to the comment agains the proposite to end 2b sus service. Please do not une training the proposite to end 2b us service. In the 72 yets Yete lived 13 goot Tunalw R4 NW, Metro bus first removed the N2 (don't remember the number) that raveled from the front of my residence to Tenleytown and now proposite to eliminate the D2 that gees to Dupont Circle Beas equite thouse that bus to Tenleytown and hend to my own. Wu use the D2 to get to museums, serve jury duty and for medical care at Kaiser. We need relatively close	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 17d like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I	
Maryan and may struggle to access orientation and mobility training through rehab services. When I Integram and was absolutely critical when I needed training on how to get to a new plo. I wouldn? have been able to keep my job without that training. And now that I?m in DC, we have very limited Integram and was absolutely critical when I needed training on how to get to a new plo. I wouldn? travel trainers available through rehab services, and sometimes you can get travel training through WMATA way faster and that can mean the difference between being able to join social groups, get to get to medical appointments. I alred avaibunited to survey, but I wanted to specifical address how important this program is to those of us who need it. Wy quality of III. Service Levels and join hand disabled friends that it?s an absolute must. Learn's speak highy enough about it. Service Levels I orie to repress the importance of the 12 Metrobus provides to our community. This route provides Service Levels and yind Mida Mis, busineses and for the the County?s economy. Please consider all efforts to protect for is cruid for the the County?s economy. Please consider all efforts to protect for the to count? second for the to count? second for the to count? second for the tho count? second for the to count? Service Please keep the Metrobus 12 line, which as been around since as long as 1 can remember. Very important to the community. Service Service I am writing to count agains the proposit to end 22 bus service. In the 17 years I ve lived at 33000 Service Service	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 1?d like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn?t sure how to find it or make sure I got off at the right	
jived in Maryland, before moving to DC, the WMATA program was easier to access than the DOSS program and was basolutely critical when I needed training on how that I?m in DC, we have very limited thave been able to keep my job without that training. And now that I?m in DC, we have very limited thave been able to keep my job without that training. And now that I?m in DC, we have very limited travel trainers available through rehab services, and sometimes you can get travel training through BWMATA way faster and that can mean the difference between being able to jin social groups, get to get to medical appointments. I already submitted a survey, but i vanted to specifically address how important this program is to those of us who need to. My quality of IIR, employment, and access to medical appointments. The speak highly wough about the service levels and disable difference base boot boot traves to a disable difference base well being to than the service to use community. This route provides many individuals, businesses and families with access to potomac and Betesda that singly would not exist. Without It. The T2 Metrobus provides the ounty? is conomy. Please consider all efforts to protect full traves protect full traves for the many reliable public transportation to this part of the T2 Metrobus provides the sorties to get to work, schol, and other activities. Thank you for your time and consideration. Betwee the traveled from the front of my residence to Tenley town and now proposing to elliminate the 2 but ages to Dupont Circle Service Levels and the proposal to end 22 bus service. In the T2 years IV level at 3000 to the 2000 service are leader to traveled from the front of my residence to Tenley town and now proposing to elliminate the 2 but ages to Dupont Circle Service are leader to the proposal to end 2 bus service. In the T2 wears IV level bus beservice are leader. We need to bus options from the south core bus service are leader. We need to bus wears and from the from the frow to fully the vas deffor	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 1?d like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn't sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me	
program and was absolutely critical when I needed training on how to get to a new job. I wouldn?t Anave been able to keep my job without that training. And now that i?m in DC, we have very limited travel trainers available through rehb services, and sometimes you can get travel training through WMATA way faster and that can mean the difference between being able to join social groups, get to join docial groups, get to join docial acre have all improved drastically since receiving training and tell ip interviews, or get to medical care have all improved drastically since receiving training and tell Service Levels all of my blind and disabled friends that tit2s an absolute must. I can't speak highly enough about it. Service Levels write to express the importance of the T2 Metrobus route to our community. This route provides may individually, socie receiving second if of the the Country's economy. Please consider all efforts to protect full Service Levels T2 Metrobus access for the may riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Bus Service Please keep the Metrobus T2 line, which as been around since as long as 1 can remember. Very important to the community. Bus Service I am writing to comment agains the proposal to end D2 bus service. In the 17 years I've lived at 3000 Bus Service Please keep the Metrobus T2 line, which as been around since as long as 1 can remember. Very important to the community. Bus Service Please do not cur roue D2. This will make an entire	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 1?d like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn?t sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and	
have been able to keen my job without that training. And now that 1Pm in DC, we have very limited travel trainers available through rehab services, and sometimes you can get travel training through WMAT aw after and that can mean the difference between being able to join social groups, get to job interviews, or get to medical appointments. I already submitted a survey, but I wanted to genificially address how important this program is to those of us who need it. My quality of IIG employment, and access to medical appointments. I already submitted a survey, but I wanted to genificially address how important this program is to those of us who need it. My quality of IIG employment, and access to medical care have all improved drastically since receiving training and Itell all of my blind and disabled friends that it?s an absolute must. I can? tspeak highly nough about it. Write to express the importance of the T2 Metrobus route to our community. This route provides many individuals, businesses and families with access to Potomac and Bethesda that simply would not exist without It. The T2 Metrobus provides the only reliable public transportation to this part of the County, and therefore is rucial for the the County? economy. Please consider all efforts to protect full T2 Metrobus access for the many rides who require this service to get to work, school, and other activities. Thank you for your time and consideration. Please the Metrobus T2 line, which as been around since as long as I can remember. Very Inhub R4 MW, Wetro bus first removed the N2 (Mort remember the number) that raveled from the front of my residence to Tenleytown and neo neor work. Now I use the D2 to get to mesurus, service jury duyt and go for medical care takiser. We neer reliativel to bus service Please don't cut off any bus routes. People rely on most of the bus routes listed to get to where they please don't cut off any bus routes. People rely on most off the bus toptions from the school to buy for traiter attes bus to mode and thas top bus s	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 1?d like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn?t sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orientation and mobility training through rehab services. When I	
travet trainers available through rehab services, and sometimes you can get travel training through WMATA way faster and that can mean the difference between being able to join social groups, get to join interviews, or get to medical appointments. I already submitted a survey, but I wanted to specifically address how important this program is to those of us who need it. My quality of life, employment, and access to medical care have all improved drastically since receiving training and I tell all of my blind and disabled friends that it?s an absolute must. I can?t speak highly enough about it. I write to express the importance of the T2 Metrobus route to our community. This route provides may individuals, businesess and families with access to Potoma and Bethesd ant simply would not exist without it. The T2 Metrobus provides the only reliable public transportation to this part of the County, and therefore is crucial for the the County?s economy. Please consider all efforts to protect ful T2 Metrobus access for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Please keep the Metrobus T2 line, which as been around since as long as I can remember. Very important to the community. I am writing to comment against the proposal to end D2 bus service. In the 17 years I/ve lived at 3900 tell from the provide the bus To Tellyrown and then on tom work. Now I use the 20 test museums, serve jury duty and go for medical care at Xaiser. We need relatively close bus service Please don't cut off any bus routes. People rely on most off the bus routes listed to get to where they need to be. Write attends Duke Ellington School of the Arts and has two bus options from the school to DuPont Cricle station in order to take red line home. What options are you offering for all the students who need to take a bus from DuPont cricle metro bus Dellington school? The only two options are you offering for all the students who need to take a bus from DuPont cricl	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 17d like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn't sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orientation and mobility training through rehab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to access than the DORS	
job interviews, or get to medical appointments. I already submitted a survey, but I wanted to specifically address how important this program is to those of us who need it. My quality of life, employment, and access to medical care have all improved drastically since receiving training and I tell all of my blind and disabled friends that it?s an absolute must. I can't speak highly enough about it. Urvite to express the importance of the T2 Metrobus provides to our community. This route provides many individuals, businesses and families with access to Potomac and Bethesda that simply would not exist without it. The T2 Metrobus provides the only reliable public transportation to this part of the County, and therefore is crucial for the the County? seconomy. Please consider all efforts to protect full T2. Metrobus access for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Please keep the Metrobus T2 line, which as been around since as long as i can remember. Very important to the community. I am writing to comment against the proposal to end D2 bus service. In the T2 years I've live da 3900 Tunlaw Rd NW, Metro bus first removed the N? (don't remember the number) that traveled from the front of my residence to Tenleytown and now proposing to eliminate the D2 that goes to Dupont Circle. Bus Service Please don't cut off any bus routes. People rely on most off the bus routes listed to get to where tely throughout DC. Please don't cut off any bus routes. People rely on most off the bus routes listed to get to where tely how one do to take a bus for moleyton schools of D2 even more car reliant. Bus Service Please don't cut off any bus routes. People rely on most off the bus routes listed to get to where tely to upon cut or take a bus form Dupont circle marks may bus outs inform the school to DuPont Circle station in order to take red line home. What options are you offering for all the students whon eed to take a bus form Dupont circle mar	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 1?d like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn?t sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orientation and mobility training through rehab services. When I	
specifically address how important this program is to those of us who need it. My quality of life, employment, and access to medical care have all improved drastically since receiving training and 1 tell all of my blind and disabled fineths that it?s an absolute must. Lara?t speak highly enough about it. I write to express the importance of the T2 Metrobus route to our community. This route provides many individuals, businesses and families with access to Potoma cand Bethesda that simply would not exist without it. The T2 Metrobus provides the only reliable public transportation to this part of the County, and therefore is crucial for the te County?s economy. Please consider all efforts to protect full T2 Metrobus access for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Please keep the Metrobus T2 line, which as been around since as long as I can remember. Very important to the community. I am writing to comment against the proposal to end D2 bus service. In the 17 years I've lived at 3900 Tuniaw Rd NW, Metro bus first removed the N? (don't member the number!) that traveled from the museums, serve jury duty and g for medical care at Xaiser. We need relatively close bus service Please do not cut route D2. This will make an entire section of DC even more car reliant. Please don?t cut off any bus routes. People rely on most of the bus routes listed to get to work bus officiends of Tanley bus first removed the N4 topotins are you officing for all the students who need to take a bus forn Dubent circle metro to Duke lilington school T2 meters and a students who need to take a bus forn bub not take read line than two bus options from the school to DuPont Circle station in order to take red line home. What options are you offering for all the students who need to take a bus from Dubent circle metro to Duke Ellington school T2 may with spossible to reduce fare evasion as much as possible. Thank you. Please do what is possible to reduce f	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 1?d like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn?t sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orientation and mobility training through rehab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to access than the DORS program and was absolutely critical when I needed training on how to get to a new job. I wouldn?t	
employment, and access to medical care have all improved drastically since receiving training and 1tell all of my blind and disabled friends that it's an absolute must. Lean't speak highly enough about it. Service Levels many individuals, businesses and families with access to Potomac and Bethesda that simply would not exist without it. The T2 Metrobus provides the only reliable public transportation to this part of the County, and therefore is crucial for the the County?s economy. Please consider all efforts to protect full T2 Metrobus access for the many riders who require this service to get to work, school, and other activities. Thanky our for your time and consideration. Please keep the Metrobus T2 line, which as been around since as long as I can remember. Very important to the community. I am writing to comment against the proposal to end D2 bus service. In the 17 years I've lived at 300 Tunlaw Rd WW, Metro bus first removed the N2 (don't remember the traveled from the front of my residence to Tenleytown and new proposing to eliminate the D2 that goes to Dupont Circle Bes don't cut often D2. This will make an entire section of DC even more car reliant. Please don't cut often D2. This will make an entire section of DC even more car reliant. Please don't cut often D2. This will make an entire section of DC even more car reliant. Please don't cut often D2. This will make an entire section of DC even more car reliant. Please don't cut often D2. This will make an entire section of DC even more car reliant. Please don't cut often bus beroles listed to get to where they who need to take a bus for DuPont circle metro to buke Blington school of the Arts and has two bus options from the school to DuPont Circle station in order to take rel line home. What options are you offering for all the students who need to take a bus for DuPont circle metro to buke Ellington school The only two options are being eliminated. Please dow hat is possible to reduce fare evasion as much as possible. Thank you. Please dow hat is pos	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 1?d like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn?t sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orientation and mobility training through rehab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to a ccess than the D0RS program and was absolutely critical when I needed training on how to get to a new job. I wouldn?t have been able to keep my job without that training. And now that ?m in DC, we have very limited travel trainers available through rehab services, and sometimes you can get travel training through relations through relations through the training through relations through the services in the program is such an timp on how to get to a new job. I wouldn?t have been able to keep my job without that training. And now that ?m in DC, we have very limited travel trainers available through rehab services, and sometimes you can get travel training through through through through the services is a travel training through the trainers available through rehab services.	
ali of my blind and disabled friends that it?s an absolute must. I can?t speak highly enough about it. I write to express the importance of the T2 Metrobus route to our community. This route provides may individuals, businesses and families with access to Potomac and Bethesda that simply would not exist without it. The T2 Metrobus provides the only reliable public transportation to this part of the County, and therefore is rucial for the the County?s economy. Please consider all efforts to protect thill T2 Metrobus access for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Please keep the Metrobus T2 line, which as been around since as long as I can remember. Very Inportant to the community. I am writing to comment against the proposal to end D2 bus service. In the 17 years I've lived at 3000 Tunlaw Rd NW, Metro bus first removed the N? (don't remember the number) that traveled from the front of my residence to Tenleytown and now proposing to eliminate the D2 that goes to Dupont Circle. Before I retired I would take the bus to Tenleytown and then on to my work. Now U use the D2 to get to museums, serve juny duty and go for medical care at Kaiser. We need relatively close bus service Please do not cur tore D2. This will make an entire section of DC even more car reliant. Bus Service Please do not cur tore D2. This will make an entire section of DC even more car reliant. Bud Service Please do not cur tore D2. This will make an entire section of DC even more car reliant. My daughter attends Duke Ellington School of the Ats and has two bus options from the school to DuPont Circle station in order to take red line home. What options are you offering for all the studest who need to take a bus from DuPont circle metro to Duke Ellington school? The only two options are being eliminated. Please do what is possible to reduce fare evasion as mucha spossible. Thank you. Please do what is possible to reduce fare evasion	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 1?d like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn?t sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orientation and mobility training through rehab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to access than the DORS program and was absolutely critical when I needed training on how to get to a new job. I wouldn?t have been able to keep my job without that training. And now that I?m in DC, we have very limited travel trainers available through rehab services, and sometimes you can get travel training furough VMMATA way faster and that can mean the difference between being able to join social groups, get to job interviews, or get to medical appointments. I already submitted a survey, but I wanted to	
i write to express the importance of the T2 Metrobus route to our community. This route provides many individuals, businesses and families with access to Potomac and Bethesda that simply would not exist without it. The T2 Metrobus provides the only reliable public transportation to this part of the County, and therefore is crucial for the the Outprive time public transportation to this part of the County, and therefore is crucial for the the County?s economy. Please consider all efforts to protect full T2 Metrobus provides the only reliable public transportation to this part of the County, and therefore is crucial for the the County?s economy. Please consider all efforts to protect full T2 Metrobus provides the only reliable public transportation to this part of the County. If the the County?s economy. Please consider all efforts to protect full T2 Metrobus provides that simply would not excitites. Thank you for your time and consideration. Bus Service Bus Service I am writing to commenta gainst the proposal to end D2 bus service. In the 17 years I've lived at 3900 Tunlaw Rd MW. Metro bus first removed the N? (don't member the number) that traveled from the fornt of my residence to Tenleytown and now proposing to eliminate the D2 that goes to Dupont Circle. Before I retired I would take the bus to Tenleytown and then on twy work. Now I use the D2 to get to muscums, serve jury duty and go for medical care at Kaiser. We need relatively close bus service throughout DC. Bus Service Please do not cut route D2. This will make an entire section of DC even more car reliant. Bus Service Please do not cut off any bus routes. People rely on most of the bus routes listed to get to where they need to be. My daughter attends Duke Ellington School of the Arts and has two bus options from the school to Dupont Circle metro to take red line home. What options are you ouffering for all the students who need to take a bus from Dupont circle metro to Duke Ellington school? The only two options are being elliminated. Please don's to	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 1?d like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn?t sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orientation and mobility training through rehab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to access than the DORS program and was absolutely critical when I needed training on how to get to a new job. I wouldn?t have been able to keep my job without that training. And now that I?m in DC, we have very limited travel trainers available through rehab services, and sometimes you can get travel training throughs, get to job interviews, or get to medical appointments. I already submitted a survey, but I wanted to specifically address how important this program is to those of us who need it. My quality of life,	
many individuals, businesses and families with access to Potomac and Bethesda that simply would not exist without it. The T2 Metrobus provides the only reliable public transportation to this part of the county, and therefore is crucial for the the County's econsider all efforts to protect full T2 Metrobus access for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Please keep the Metrobus T2 line, which as been around since as long as I can remember. Very important to the community. I am writing to comment against the proposal to end D2 bus service. In the 17 years I've lived at 3000 Tunlaw Rd NW, Metro bus first removed the N2 (don't remember the number) that traveled from the front of my residence to Tenleytown and now proposing to eliminate the D2 that goes to Dupont Circle. Before I retired I would take the bus to Tenleytown and then on to my work. Now I use the D2 to get to museums, serve jury duty and go for medical care at Kaiser. We need relatively close bus service throughout DC. Please do not cur crute D2. This will make an entire section of DC even more car reliant. Please do not cur forte D2. This will make an entire section of DC even more car reliant. Please do not cur forte D1. This will make an entire section of DC even more car reliant. Please do not cur oute D2. This will make an entire section of DC even more car reliant. Please do not cur oute D2. This will make an entire section of DC even more car reliant. Please do not cur oute D2. This will make an entire section of DC even more car reliant. Please do not cur oute D2. This will make an entire section of DC even more car reliant as even even even even even even even eve	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 17 dlike to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn't sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orienation and mobility training through rehab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to access than the DORS program and was absolutely critical when I needed training on how to get to a new job. I wouldn?t have been able to keep my job without that training. And now that I?m in DC, we have very limited travel trainers available through rehab services, and sometimes you can get travel training through WMATA way faster and that can mean the difference between being able to join social groups, get to job interviews, or get to medical appointments. I already submitted a survey, but I wanted to specifically address how important this program is to those of us who need it. My quality of life, employment, and access to medical care have all improved drastically since receiving training and I tell	Bus Service
exist without it. The T2 Metrobus provides the only reliable public transportation to this part of the Courty, and therefore is crucial for the the County's economy. Please consider all efforts to protect full T2 Metrobus access for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Please keep the Metrobus T2 line, which as been around since as long as I can remember. Very important to the community. Iam writing to comment against the proposal to end D2 bus service. In the 17 years I've lived at 3900 Tunlaw Rd NW, Metro bus first removed the N? (don't remember the number) that traveled from the front of my residence to Tenleytown and now proposing to eliminate the D2 that goes to D2 to use the D2 to get to museums, serve jury duty and go for medical care at Kaiser. We need relatively close bus service throughout D2. Please do not cut route D2. This will make an entire section of DC even more car reliant. My daughter attends Duke Ellington School of the Arts and has two bus options from the school to buPont Circle station in order to take red line home. What options are you offering for all the students who need to take a bus from DuPont circle metro to Duke Ellington school? The only two options are being elliminated. Please do what is possible to reduce fare evasion as much as possible. Thank you. Hello, I'ver recently been made aware of WMATA considering the termination of routes and 74 through Hello, I'ver recently been made aware of WMATA considering the termination of routes and 74 through	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 1?d like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn?t sure how to find it or make sure I got off at the right stop. But when Bridget told me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn?t sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orientation and mobility training through rehab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to access than the DORS program and was absolutely critical when I needed training on how to get to a new job. I wouldn?t have been able to keep my job without that training. And now that I?m in DC, we have very limited travel trainers available through rehab services, and sometimes you can get travel training through WMATA way faster and that can mean the difference between being able to join social groups, get to job interviews, or get to medical appointments. I already submitted a survey, but I wanted to specifically address how important this program is to those of us who need it. My quality of life, employment, and access to medical care have all improved drastically since receiving training and I tell all of my blind and disabled friends that it?s an absolute must. I can?t speak highly enou	Bus Service
T2 Metrobus access for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration. Bus Service Please keep the Metrobus T2 line, which as been around since as long as I can remember. Very important to the community. Bus Service I am writing to comment against the proposal to end D2 bus service. In the 17 years I've lived at 3900 Service Tunlaw Rd NW, Metro bus first removed the N? (don't remember the number) that traveled from the front of my residence to Tenleytown and now proposing to eliminate the D2 that goes to Dupont Circle. Before I retired I would take the bus to Tenleytown and then on to my work. Now I use the D2 to get to museums, serve jury duty and go for medical care at Kaiser. We need relatively close bus service throughout DC. Bus Service Please do not cut route D2. This will make an entire section of DC even more car reliant. Bus Service Bus Service Ny daughter attends Duke Ellington School of the Arts and has two bus options from the school to DuPont Circle station in order to take red line home. What options are you offering for all the students who need to take a bus from DuPont circle metro to Duke Ellington school? The only two options are being eliminated. Bus Service Please do not at is possible to reduce fare evasion as much as possible. Thank you. Fare Evasion/Safety/Crime Bus Service Please do what is possible to reduce fare evasion as much as possible. Thank you. Fare Evasion/Safety/Crime Fare Evasion/Safety/Crime	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 1?d like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn?t sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orientation and mobility training through rehab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to access than the DORS program and was absolutely critical when I needed training on how to get to a new job. I wouldn?t have been able to keep my job without that training. And now that I?m in DC, we have very limited travel trainers available through rehab services, and sometimes you cang be travel training furough VMATA way faster and that can mean the difference between being able to join social groups, get to job interviews, or get to medical appointments. I already submitted a survey, but I wanted to specifically address how important this program is to those of us who need it. My quality of life, employment, and access to medical care have all improved drastically since receiving training and I tell all of my blind and disabled friends that it?s an absolute must. I car? speak highly enough about it. I write to express the importance of the T2 Metrobus route to our community. This route provides	Bus Service
activities. Thank you for your time and consideration. Bus Service Please keep the Metrobus T2 line, which as been around since as long as I can remember. Very important to the community. Lam writing to comment against the proposal to end D2 bus service. In the 17 years I've lived at 3900 Tunlaw Rd NW, Metro bus first removed the N? (don't remember the number) that traveled from the front of my residence to Tenleytown and now proposing to eliminate the D2 that goes to Dupont Circle. Before I retired I would take the bus to Tenleytown and then on to my work. Now I use the D2 to get to museums, serve jury duty and go for medical care at Kaiser. We need relatively close bus service throughout DC. Please do not cut route D2. This will make an entire section of DC even more car reliant. Please do not cut off any bus routes. People rely on most of the bus routes listed to get to where they need to be. My daughter attends Duke Ellington School of the Arts and has two bus options from the school to DuPont Circle station in order to take red line home. What options are you offering for all the students who need to take a bus from DuPont circle metro to Duke Ellington school? The only two options are being eliminated. Please do make aware of WMATA considering the termination of routes and 74 through Hello, I've recently been made aware of WMATA considering the termination of routes and 74 through	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 17 dl like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn't sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orientation and mobility training through neab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to access than the DORS program and was absolutely critical when I needed training on how to get to a new job. I wouldn?t have been able to keep my job without that training. And now that I?m in DC, we have very limited travel trainers available through nehab services, and sometimes you can get travel training through groups, get to job interviews, or get to medical appointments. I already submitted a survey, but I wanted to specifically address how important this program is to those of us who need it. My quality of life, employment, and access to medical care have all improved drastically since receiving training and I tell all of my blind and disabled friends that it?2 and hostor route to our community. This route provides many individuals, businesses and families with access to Potomac and Bethesda that simply would not	Bus Service
Please keep the Metrobus T2 line, which as been around since as long as I can remember. Very Bus Service I am writing to comment against the proposal to end D2 bus service. In the 17 years I've lived at 3900 I writing to comment against the proposal to end D2 bus service. In the 17 years I've lived at 3900 Tunlaw Rd NW, Metro bus first removed the N? (don't remember the number) that traveled from the front of my residence to Tenleytown and now proposing to eliminate the D2 that goes to Dupont Circle. Before I retired I would take the bus to Tenleytown and then on to my work. Now I use the D2 to get to museums, serve jury duty and go for medical care at Kaiser. We need relatively close bus service Bus Service Please don't cut off any bus routes. People rely on most of the bus routes listed to get to where they need to be. Bus Service Bus Service My daughter attends Duke Ellington School of the Arts and has two bus options from the school to DuPont Circle station in order to take red line home. What options are you offering for all the students who need to take a bus from DuPont circle metro to Duke Ellington school? The only two options are being eliminated. Bus Service Please do what is possible to reduce fare evasion as much as possible. Thank you. Fare Evasion/Safety/Crime Hello, I've recently been made aware of WMATA considering the termination of routes and 74 through Fare Evasion/Safety/Crime	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 1?d like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn?t sure how to find it or make sure I got off at the right stop. But when Bridget told me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn?t sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orientation and mobility training through rehab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to access than the DORS program and was absolutely critical when I needed training on how to get to a new job. I wouldn?t have been able to keep my job without that training. And now that I?m in DC, we have very limited travel trainers available through rehab services, and sometimes you can get travel training through WMATA way faster and that can mean the difference between being able to join social groups, get to job interviews, or get to medical appointments. I already submitted a survey, but I wanted to specifically address how important this program is to those of us who need it. My quality of life, employment, and access to medical care have all improved drastically since receiving training and I tell all of my blind and disabled friends that it?s an absolute must. I can?t speak highly enou	Bus Service
important to the community. Bus Service I am writing to comment against the proposal to end D2 bus service. In the 17 years I've lived at 3900 Important to the comment against the proposal to end D2 bus service. Tunlaw Rd NW, Metro bus first removed the N? (dori remember the number) that traveled from the fort of my residence to Tenleytown and now proposing to eliminate the D2 that goes to Dupont Circle. Important to the community. Before I retired I would take the bus to Tenleytown and then on to my work. Now I use the D2 to get to museums, serve jury duty and go for medical care at Kaiser. We need relatively close bus service Bus Service Please do not cut route D2. This will make an entire section of DC even more car reliant. Bus Service Please do not cut route D2. This will make an entire section of DC even more car reliant. Bus Service My daughter attends Duke Ellington School of the Arts and has two bus options from the school to Dupont Circle station in order to take red line home. What options are you offering for all the students who need to take a bus from DuPont circle metro to Duke Ellington school? The only two options are being eliminated. Bus Service Please do what is possible to reduce fare evasion as much as possible. Thank you. Fare Evasion/Safety/Crime Hello, I've recently been made aware of WMATA considering the termination of routes and 74 through Fare Evasion/Safety/Crime	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 1?d like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn?t sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orientation and mobility training through rehab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to access than the DORS program and was absolutely critical when I needed training on how to get to a new job. I wouldn?t have been able to keep my job without that training. And now that I?m in DC, we have very limited travel trainers available through rehab services, and sometimes you can get travel training infrungh WMATA way faster and that can mean the difference between being able to join social groups, get to job interviews, or get to medical appointments. I already submitted a survey, but I wanted to specifically address how important this program is to those of us who need it. My quality of life, employment, and access to medical care have all improved drastically since receiving training and I tell all of my blind and disabled friends that it?s an absolute must. LcarX speak highly enough about it. I write to express the importance of the T2 Metrobus route to our community. This route provides many individuals, businesses and families with access to Potomac and Bethesda that simply would not exist without	Bus Service Service Levels
I am writing to comment against the proposal to end D2 bus service. In the 17 years I've lived at 3900 Tunlaw Rd NW, Metro bus first removed the N? (don't remember the number) that traveled from the front of my residence to Tenleytown and now proposing to eliminate the D2 that goes to Dupont Circle. Before I retired I would take the bus to Tenleytown and then on to my work. Now I use the D2 to get to museums, serve jury duty and go for medical care at Kaiser. We need relatively close bus service throughout DC. Bus Service Please don't cut route D2. This will make an entire section of DC even more car reliant. Please don't cut off any bus routes. People rely on most of the bus routes listed to get to where they need to be. My daughter attends Duke Ellington School of the Arts and has two bus options from the school to DuPont Circle station in order to take red line home. What options are you offering for all the students who need to take a bus from DuPont circle metro to Duke Ellington school? The only two options are being eliminated. Please do mAt is possible to reduce fare evasion as much as possible. Thank you. Hello, I've recently been made aware of WMATA considering the termination of routes and 74 through	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 17 dlike to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn't sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orienation and mobility training through rehab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to access than the DORS program and was absolutely critical when I needed training on how to get to a new job. I wouldn?t have been able to keep my job without that training. And now that I?m in DC, we have very limited travel trainers available through rehab services, and sometimes you can get travel training through WMATA way faster and that can mean the difference between being able to join social groups, get to job interviews, or get to medical appointments. I already submitted a survey, but I wanted to specifically address how important this program is to those of us who need it. My quality of life, employment, and access to medical cre have all improved drastically since receiving training and I tell all of my blind and disabled friends that it?s an absolute must. I can?t speak highly enough about it. I write to express the importance of the T2 Metrobus route to our community. This route provides many individuals, businesses and familles with access to Potomac and Bethesda that simply would	Bus Service Service Levels
Tunlaw Rd NW, Metro bus first removed the N? (don't remember the number) that traveled from the front of my residence to Tenleytown and now proposing to eliminate the D2 that goes to Dupont Circle. Before 1 retired 1 would take the bus to Tenleytown and then on to my work. Now I use the D2 to get to museums, serve jury duty and go for medical care at Kaiser. We need relatively close bus service Bus Service Please do not cut route D2. This will make an entire section of DC even more car reliant. Bus Service Bus Service Please do not cut route D2. This will make an entire section of DC even more car reliant. Bus Service Bus Service Virg daughter attends Duke Ellington School of the Arts and has two bus options from the school to DuPont Circle station in order to take red line home. What options are you offering for all the students who need to take a bus from DuPont circle metro to Duke Ellington school? The only two options are being eliminated. Bus Service Please do what is possible to reduce fare evasion as much as possible. Thank you. Fare Evasion/Safety/Crime Hello, I've recently been made aware of WMATA considering the termination of routes and 74 through Fare Evasion/Safety/Crime	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 1?d like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn?t sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orientation and mobility training through rehab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to access than the DORS program and was absolutely critical when I needed training on how to get to a new job. I wouldn?t have been able to keep my job without that training. And now that I?m in DC, we have very limited travel trainers available through rehab services, and sometimes you can get travel training through WMATA way faster and that can mean the difference between being able to join social groups, get to job interviews, or get to medical appointments. I already submitted a survey, but I wanted to specifically address how important this program is to those of us who need it. My quality of life, employment, and access to medical care have all improved drastically since receiving training and I tell all of my blind and disabled friends that it?s an absolute must. I can?t speak highly enough about it. I write to express the importance of the T2 Metrobus route to our community. This route provides many individuals, businesses and families with accees to Potomac and Bethesda that simply woul	Bus Service Service Levels Bus Service
Before I retired I would take the bus to Tenleytown and then on to my work. Now I use the D2 to get to museums, serve jury duty and go for medical care at Kaiser. We need relatively close bus service Bus Service Beise do not cut route D2. This will make an entire section of DC even more car reliant. Bus Service Please do not cut route D2. This will make an entire section of DC even more car reliant. Bus Service Ny daughter attends Duke Ellington School of the Arts and has two bus options from the school to DuPont Circle station in order to take red line home. What options are you offering for all the students who need to take a bus from DuPont circle metro to Duke Ellington school? The only two options are being eliminated. Bus Service Please do not at is possible to reduce fare evasion as much as possible. Thank you. Fare Evasion/Safety/Crime Hello, I've recently been made aware of WMATA considering the termination of routes and 74 through Fare Evasion/Safety/Crime	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 1?d like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn?t sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orientation and mobility training through rehab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to access than the DORS program and was absolutely critical when I needed training on how to get to a new job. I wouldn?t have been able to keep my job without that training. And now that I?m in DC, we have very limited travel trainers available through rehab services, and sometimes you can get travel training infruogh WMATA way faster and that can mean the difference between being able to join social groups, get to job interviews, or get to medical appointments. I already submitted a survey, but I wanted to specifically address how important this program is to those of us who need it. My quality of life, employment, and access to medical are have all improved drastically since receiving training and I tell all of my blind and disabled friends that it?s an absolute must. Lan?t speak highly enough about it. I write to express the importance of the T2 Metrobus route to our community. This route provides many individuals, businesses and families with access to Potomac and Bethesda that simply would not exist without	Bus Service Service Levels Bus Service
museums, serve jury duty and go for medical care at Kaiser. We need relatively close bus service Bus Service Please do not cut route D2. This will make an entire section of DC even more car reliant. Bus Service Please do not cut route D2. This will make an entire section of DC even more car reliant. Bus Service Please do not cut off any bus routes. People rely on most of the bus routes listed to get to where they need to be. Bus Service My daughter attends Duke Ellington School of the Arts and has two bus options from the school to DuPont Circle station in order to take red line home. What options are you offering for all the students who need to take a bus from DuPont circle metro to Duke Ellington school? The only two options are being eliminated. Bus Service Please do what is possible to reduce fare evasion as much as possible. Thank you. Fare Evasion/Safety/Crime Hello, I've recently been made aware of WMATA considering the termination of routes and 74 through Fare Evasion/Safety/Crime	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 17 dlike to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn't sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orientation and mobility training through rehab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to access than the DORS program and was absolutely critical when I needed training on how to get to a new job. I wouldn?t have been able to keep my job without that training. And now that I?m in DC, we have very limited travel trainers available through rehab services, and sometimes you can get travel training through WMATA way faster and that can mean the difference between being able to join social groups, get to job interviews, or get to medical appointments. I already submitted a survey, but I wanted to specifically address how important this program is to those of us who need it. My quality of life, employment, and access to medical care have all improved drastically since receiving training and I tell all of my blind and disabled friends that it?s an absolute must. L can?t speak highly enough about it. I write to express the importance of the T2 Metrobus route to our community. This route provides many individuals, businesses and families with accees to Potomac and Bethesda that simply woui	Bus Service Service Levels Bus Service
throughout DC. Bus Service Please do not cut route D2. This will make an entire section of DC even more car reliant. Bus Service Please do not cut route D2. This will make an entire section of DC even more car reliant. Bus Service Please do not cut route D2. This will make an entire section of DC even more car reliant. Bus Service Wig daughter attends Duke Ellington School of the Arts and has two bus options from the school to Bus Service DuPont Circle station in order to take red line home. What options are you offering for all the students who need to take a bus from DuPont circle metro to Duke Ellington school? The only two options are being eliminated. Bus Service Please do what is possible to reduce fare evasion as much as possible. Thank you. Fare Evasion/Safety/Crime Hello, I've recently been made aware of WMATA considering the termination of routes and 74 through Fare Evasion/Safety/Crime	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 17 di like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn't sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orientation and mobility training through rehab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to access than the DORS program and was absolutely critical when I needed training on how to get to a new job. I wouldn?t have been able to keep my job without that training. And now that I?m in DC, we have very limited travel trainer savailable through rehab services, and sometimes you can get travel training through wMATA way faster and that can mean the difference between being able to join social groups, get to job interviews, or get to medical appointments. I already submitted a survey, but I wanted to specifically address how important this program is to those of us who need it. My quality of life, employment, and access to medical care have all improved drastically since receiving training and I tell all of my blind and disabled friends that it?z an absolute must. I can?t speak highly enough about it. I write to express the importance of the T2 Metrobus route to our community. This route provides many individuals, businesses and families with access to Potomac and Bethesda that simply would not exist witho	Bus Service Service Levels Bus Service
Please do not cut route D2. This will make an entire section of DC even more car reliant. Bus Service Please don?t cut off any bus routes. People rely on most of the bus routes listed to get to where they need to be. Bus Service My daughter attends Duke Ellington School of the Arts and has two bus options from the school to DuPont Circle station in order to take red line home. What options are you offering for all the students who need to take a bus from DuPont circle metro to Duke Ellington school? The only two options are being eliminated. Bus Service Please do what is possible to reduce fare evasion as much as possible. Thank you. Fare Evasion/Safety/Crime Hello, I've recently been made aware of WMATA considering the termination of routes and 74 through Fare Evasion/Safety/Crime	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 1?d like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn?t sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orientation and mobility training through rehab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to access than the DORS program and was absolutely critical when I needed training on how to get to a new job. I wouldn?t have been able to keep my job without that training. And now that I?m in DC, we have very limited travel trainers available through rehab services, and sometimes you can get travel training furough WMATA way faster and that can mean the difference between being able to join social groups, get to job interviews, or get to medical appointments. I already submitted a survey, but I wanted to specifically address how important this program is to those of us who need it. My quality of life, employment, and access to medical are have all improved drastically since receiving training and I tell all of my blind and disabled friends that it?s an absolute must. Lan?t speak highly enough about it. I write to express the importance of the T2 Metrobus route to our community. This route provides many individuals, businesses and families with access to Potomac and Bethesda that simply would not exist without i	Bus Service Service Levels Bus Service
Please don?t cut off any bus routes. People rely on most of the bus routes listed to get to where they need to be. My daughter attends Duke Ellington School of the Arts and has two bus options from the school to DuPont Circle station in order to take red line home. What options are you offering for all the students who need to take a bus from DuPont circle metro to Duke Ellington school? The only two options are being eliminated. Please do what is possible to reduce fare evasion as much as possible. Thank you. Hello, I've recently been made aware of WMATA considering the termination of routes and 74 through	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 17 dlike to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn't sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orientation and mobility training through rehab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to access than the DORS program and was absolutely critical when I needed training on how to get to a new job. I wouldn?t have been able to keep my job without that training. And now that I?m in DC, we have very limited travel trainers available through rehab services, and sometimes you can get travel training through WMATA way faster and that can mean the difference between being able to join social groups, get to job interviews, or get to medical appointments. I already submitted a survey, but I wanted to specifically address how important this program is to those of us who need it. My quality of life, employment, and access to medical care have all improved drastically since receiving training and I tell all of my blind and disabled friends that it?s an absolute must. I can?t speak highly enough about it. I write to express the importance of the T2 Metrobus provides that simply would not exist without it. The T2 Metrobus provides the only reliable public transportation to this part of the Cou	Bus Service Service Levels Bus Service Bus Service
need to be. Bus Service My daughter attends Duke Ellington School of the Arts and has two bus options from the school to DuPont Circle station in order to take red line home. What options are you offering for all the students who need to take a bus from DuPont circle metro to Duke Ellington school? The only two options are being eliminated. Bus Service Please do what is possible to reduce fare evasion as much as possible. Thank you. Fare Evasion/Safety/Crime Hello, I've recently been made aware of WMATA considering the termination of routes and 74 through Fare Evasion/Safety/Crime	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 12d like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn't sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orientation and mobility training through rehab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to access than the DORS program and was absolutely critical when I needed training on how to get to a new job. I wouldn?t have been able to keep my job without that training. And now that [?m in DC, we have very limited travel trainers available through rehab services, and sometimes you can get travel training through WMATA way faster and that can mean the difference between being able to join social groups, get to job interviews, or get to medical appointments. I already submitted a survey, but I wanted to specifically address how important this program is to those of us who need it. My quality of life, employment, and access to medical care have all improved drastically since receiving training and I tell all of my blind and disabled friends that it?s an absolute must. I can?t speak highly enough about it. I write to express the importance of the T2 Metrobus route to our community. This route provides many individuals, businesses and families with access to Potomac and Bethesda that simply would not exist without	Bus Service Service Bus Service Bus Service Bus Service Bus Service
My daughter attends Duke Ellington School of the Arts and has two bus options from the school to DuPont Circle station in order to take red line home. What options are you offering for all the students who need to take a bus from DuPont circle metro to Duke Ellington school? The only two options are being eliminated. Please do what is possible to reduce fare evasion as much as possible. Thank you. Hello, I've recently been made aware of WMATA considering the termination of routes and 74 through	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 1?d like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn?t sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orientation and mobility training through rehab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to access than the DORS program and was absolutely critical when I needed training on how to get to a new job. I wouldn?t have been able to keep my job without that training. And now that I?m in DC, we have very limited travel trainers available through rehab services, and sometimes you can get travel training through WMATA way faster and that can mean the difference between being able to join social groups, get to job interviews, or get to medical appointments. I already submitted a survey, but I wanted to specifically address how important this program is to those of us who need it. My quality of life, employment, and access to medical care have all improved drastically since receiving training and I tell all of my blind and disabled friends that it?s an absolute must. I can?t speak highly enough about it. I write to express the importance of the T2 Metrobus route to our community. This route provides many individuals, businesses and families with access to Potomac and Bethesda that simply would not exist withou	Bus Service Service Bus Service Bus Service Bus Service Bus Service
who need to take a bus from DuPont circle metro to Duke Ellington school? The only two options are being eliminated. Bus Service Please do what is possible to reduce fare evasion as much as possible. Thank you. Fare Evasion/Safety/Crime Hello, I've recently been made aware of WMATA considering the termination of routes and 74 through Fare Evasion/Safety/Crime	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 17 di like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn't sure how to find it or make sure I got off at the right stop. But when Bridget toil me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orienation and mobility training through neab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to access than the DORS program and was absolutely critical when I needed training on how to get to a new job. I wouldn?t have been able to keep my job without that training. And now that I?m in DC, we have very limited travel trainers available through rehab services, and sometimes you can get travel training through becifically address how important this program is to tose of us who need it. My quality of life, employment, and access to medical appointments. I already submitted a survey, but I wanted to specifically address how important this program is to toxe of us who need it. My quality of life, employment, and access to the T2 M etrobus route to our community. This route provides many individuals, businesses and families with access to Potomac and Bethesda that simply would not exist without it. The T2 Metrobus provides the only reliable public transportation to this part of the County, and therefore is crucial for the the County?s economy. Please consider all efforts to rever tarvel training trough T2 Metro	Bus Service Service Bus Service
being eliminated. Bus Service Please do what is possible to reduce fare evasion as much as possible. Thank you. Fare Evasion/Safety/Crime Hello, I've recently been made aware of WMATA considering the termination of routes and 74 through Fare Evasion/Safety/Crime	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 17 di like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn't sure how to find it or make sure I got off at the right stop. But when Bridget toil me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orienation and mobility training through neab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to access than the DORS program and was absolutely critical when I needed training on how to get to a new job. I wouldn?t have been able to keep my job without that training. And now that I?m in DC, we have very limited travel trainers available through rehab services, and sometimes you can get travel training through becifically address how important this program is to tose of us who need it. My quality of life, employment, and access to medical appointments. I already submitted a survey, but I wanted to specifically address how important this program is to toxe of us who need it. My quality of life, employment, and access to the T2 M etrobus route to our community. This route provides many individuals, businesses and families with access to Potomac and Bethesda that simply would not exist without it. The T2 Metrobus provides the only reliable public transportation to this part of the County, and therefore is crucial for the the County?s economy. Please consider all efforts to rever tarvel training trough T2 Metro	Bus Service Service Bus Service
Please do what is possible to reduce fare evasion as much as possible. Thank you. Fare Evasion/Safety/Crime Hello, I've recently been made aware of WMATA considering the termination of routes and 74 through	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 17 di like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn't sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orientation and mobility training through rehab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to access than the DORS program and was absolutely critical when I needed training on how to get to a new job. Wouldn't have been able to keep my job without that training. And now that I?m in DC, we have very limited travel trainers available through rehab services, and sometimes you can get travel training through wMATA way faster and that can mean the difference between being able to join social groups, get to job interviews, or get to medical appointments. I already submitted a survey, but I wanted to specifically address how important this program is to those of us who need it. My quality of life, employment, and access to medical care have all improved drastically since receiving training and I tell all of my blind and disabled friends that it?s an absolute must. I can?t speak highly enough about it. I write to express the importance of the T2 Metrobus route to our community. This route provides many individuals, businesses and families with access to Potomac and Bethesda that simply would not exist without	Bus Service Service Bus Service
Hello, I've recently been made aware of WMATA considering the termination of routes and 74 through	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 17 di like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn't sure how to find it or make sure I got off at the right stop. But when Bridget toil me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orienation and mobility training through rehab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to access than the DORS program and was absolutely critical when I needed training on how to get to a new job. I wouldn?t have been able to keep my job without that training. And now that I?m in DC, we have very limited travel trainers available through rehab services, and sometimes you can get travel training through WMATA way faster and that can mean the difference between being able to join social groups, get to job interviews, or get to medical appointments. I already submitted a survey, but I wanted to specifically address how important this program is to those of u swho need it. My quality of life, employment, and access to medical care have all improved drastically since receiving training and I tell all of my blind and disabled friends that it?s an absolute must. I can?t speak highly enough about it. I write to express the importance of the T2 Metrobus provides that simply would not exist without it. The T2 Metrobus provides the only reliable public transportation to this part of the County, and therefore	Bus Service
	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 17d like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn't sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orientation and mobility training through rehab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to access than the DORS program and was absolutely critical when I needed training on how to get to a new job. I wouldn?t have been able to keep my job without that training. And now that [?m in DC, we have very limited travel trainers available through rehab services, and sometimes you can get travel training through WMATA way faster and that can mean the difference between being able to join social groups, get to job interviews, or get to medical appointments. I already submitted a survey, but I wanted to specifically address how important this program is to those of us who need it. My quality of life, employment, and access to medical care have all improved drastically since receiving training and I tell all of my blind and disabled friends that it?s an absolute must. I can?t speak highly enough about it. I write to express the importance of the T2 Metrobus route to our community. This route provides many individuals, businesses and families with access to Potomac and Bethesda that simply would not exist without	Bus Service Service Bus Service
SW DC. I am submitting this note in support of keeping the route. Bus Service	Please do not change the D6 bus route, as many of our patients rely on this form of transportation for their healthcare at MedStar Georgetown 17d like to offer comments in support of the Metro Access Travel Training program. This program was the single thing that allowed me to use the bus and metro independently. Before receiving training, I was too scared to ride the bus because I wasn?t sure how to find it or make sure I got off at the right stop. But when Bridget told me that nearly every bus stopped at a metro station, I became much more confident. She showed me how to find the bus stop, and even how to check when the next bus was coming in live time. She was able to give me tactile Braille maps of the metro and that has enabled me to go new places on my own. The program is such an important backstop for people who live in DC and Maryland and may struggle to access orientation and mobility training through rehab services. When I lived in Maryland, before moving to DC, the WMATA program was easier to access than the DORS program and was absolutely critical when I needed training on how to get to a new job. I wouldn?t have been able to keep my job without that training. And now that I?m in DC, we have very limited travel trainers available through rehab services, and sometimes you can get travel training through WMATA way faster and that can mean the difference between being able to join social groups, get to job interviews, or get to medical appointments. I already submitted a survey, but I wanted to specifically address how important this program is to those of us who need it. My quality of life, employment, and access to medical care have all improved drastically since receiving training and tell all of my blind and disabled friends that it?a an absolute must. I can?t speak highly enough about it. I write to express the importance of the T2 Metrobus route to our community. This route provides many individuals, businesses and families with access to Potomac and Bethesda that simply would not exist without i	Bus Service Service Bus Service

Comment	Category
Eliminating the D2 would be very chaotic for many students who go to DCPS schools. We do not have a	
car and there is no bike lane from DuPont Circle to Duke Ellington where my son is at school from 8:30	
to 5pm. We, and presumable one hundred or so others would then be clogging the Georgetown streets	
with our crappy cars we did not want to buy in order to get our kids to school. So cancelling the D2 is a	
very bad idea, and I also think you all know that.	Bus Service
Please don't cancel the D-2 bus. It is a wonderful part of Glover Park and provides the only reasonable	
access to downtown for many people.	Bus Service
I am not in favor of the elimination of M4 and E6 bus service, and the shortening of the L2 route.	Bus Service
In this time of high gas prices, why would you discontinue R12 bus route. Using public transportation	
needs to be encouraged not discouraged. It's bad enough that there is no longer service to BWI from	
the Greenbelt Metro Station. Keep this bus route and any others you are planning to eliminate. Get	
more cars off the road and offer the service to those who don't have cars. Don't raise fares as that just	
makes it harder for everyone as they try to pay bills, buy groceries etc. As everything has gone up in	
price, public transportation should still be available at a reasonable price.	Bus Service
It is a horrible injustice that the R12 route through Berwyn Heights is being considered for elimination.	
This is a very diverse primarily Latino community that really needs and currently utilizes this route. This	
is a particularly ugly case of WMATA taking advantage of a vulnerable hardworking population that	
doesn?t have the resources to complain in person or in meetings virtual or otherwise.	Bus Service
I was wondering if there?s some kind of agreement with a portion of DC?s population?. Out of 10	
passengers, only 3 pay fare? The rest (men/women; young/old) just walk by? drivers seem to comply	Earos/Eaos/Darking
with this ?modality??. No wonder metro is going broke?. ?	Fares/Fees/Parking
Keep the M4 route!	Bus Service
Keep the L2, M4 and E4 routes in their current form! They are critical routes for our community. If	
anything, the routes should have greater service, not less, to encourage more ridership and to better	Bus Service
serve our neighborhoods. Please do not close the Forest Glen Station. It is one of the safest stations and also one of the easiest	
suburban stations for bike or scooter connections. It also generates parking revenue. I will switch to	
MARC if Forest Glen closes.	Fares/Fees/Parking
I strongly object to the consolidation of 31 and 33 bus routes. My child takes these buses every day to	i urcaji ecaji urking
and from school in another ward. This consolidation will make her commute to and from school	
extremely difficult. Buses are ALREADY very crowded and don't run frequently enough. This	
consolidation will cause extreme hardship to my family	Bus Service
WMATA is already by its (historical and) recent scheduling screw-ups creating a perfect death spiral and	
the current budgetary offering is yet another gift of chaos and alternative commuting incentive. Where	
Metro should have focused was on integrating cross jurisdictions; instead, Metro has encouraged /	
continued balkanization.	Operating Budget, Management and Spending
Please do NOT get rid of the G2/any public transportation that is close to Georgetown University. It is	
hard enough already to get around with the few infrequent stops of the buses, and you want to take	
away the only bus we have that actually comes to our campus?! If I don?t have the G2 or the other	
buses, I literally have NO OTHER OPTION than to pay an exorbitant amount of money to get	
ANYWHERE. It?s already upsetting that Georgetown Uni doesn?t have a metro(though I understand	
this isn?t your fault), but we cannot have the only public transportation near us taken away as well.	
Even though Georgetown has provided buses, at times- especially on weekends (WHEN I WANT TO GO	
OUT AND EXPLORE) they are INCREDIBLY unreliable?.PLEASE DO NOT TAKE THE G2 OR THE OTHER	Bus Service
if the D6 bus is eliminated, I will no longer have a way to get to work. For the patients that I care for, I	
fear that providers will no longer be able to sustainably get to work. The elimination of this route is	
unacceptable.	Bus Service
Cutting the D2 and the D6 (among many other routes) would be detrimental to the many students and	
neighbors that rely on these buses to get to work and school. It?s insane that the city is budgeting	
money for luxury things like pickleball courts and billionaire sports owners tax breaks, but not funding	
necessary infrastructure and transportation.	Operating Budget, Management and Spending
My16-year old son on takes the D2 regularly to connect to the Red Line at Dupont Circle that gets him	
to and from school near Fort Totten. It is essential to his life as a student, student-athlete, and student-	
artist, as it enables him not only to get to school, but also to participate in afterschool and weekend	
activities. I'm not sure how my family, with two working parents, would manage without it.	Bus Service
I do not want to see NH2 route disrupted. I am okay with reducing metrorail times and low use dates to	
ensure we dont have an increase in cost.	Bus Service
I am writing to strongly oppose any change in bus services for the 30, 31, 33, 96, and N2, N4, and N6	
buses I am on the board of directors of the Chancery Apartment Tenant Association. We have 206	
apartments in our building, which represents well over 300 people because we have many families.	
Children rely on the 30 buses to get to Hardy middle school in Georgetown. There is no way to get to	
that school by Metro. What will these children do? Many parents in my building do not have a car	
because they cannot afford one and anyway there is no parking available in this neighborhood.	
Therefore they rely on the bus as the only way for their kids to get to school. Many people have only	
one way to get to work and that is using one of the above buses. We are between the red line	
Tenleytown, red line Dupont Circle, and blue line GW Metro stations. Some people do take the bus to	
the stations and transfer to metro rail; others just go as far as Dupont Circle or downtown DC and get	
off the bus. Either way, the buses are vital to their transportation into work. If you eliminate all of	
these, how will we get to the metro stations?! It is about a 10-minute ride on the N buses to Dupont	
Circle where people can also catch a red line train. It is about 15 minutes for the bus to go through	
Georgetown and get to the GW station and another five minutes to get into downtown. There is no other way of reaching their destinations that is quicker than the bus On behalf of the three hundred	
persons in our apartment building, and the members of the Association, we beg you to reconsider	
eliminating these services. The buses are already very crowded so you will be leaving many, many riders	1
with no options. Respectfully submitted, Katherine Murray Secretary of the Board of Directors Chancery Apartment Tenant Association 3130 Wisconsin Ave. NW Washington DC 20016	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
is the only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This hus service is a crucial support for our area. Please consider all efforts to protect full T2	
economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work school and other activities	
Metrobus for the many riders who require this service to get to work, school, and other activities.	
	Bus Service

Comment	Category
I am writing to strongly oppose any change in bus services for the 30, 31, 33, 96, and N2, N4, and N6	
buses I am on the board of directors of the Chancery Apartment Tenant Association. We have 206	
apartments in our building, which represents well over 300 people because we have many families.	
Children rely on the 30 buses to get to Hardy middle school in Georgetown. There is no way to get to	
that school by Metro. What will these children do? Many parents in my building do not have a car	
because they cannot afford one and anyway there is no parking available in this neighborhood.	
Therefore they rely on the bus as the only way for their kids to get to school. Many people have only	
one way to get to work and that is using one of the above buses. We are between the red line	
Tenleytown, red line Dupont Circle, and blue line GW Metro stations. Some people do take the bus to	
the stations and transfer to metro rail; others just go as far as Dupont Circle or downtown DC and get	
off the bus. Either way, the buses are vital to their transportation into work. If you eliminate all of	
these, how will we get to the metro stations?! It is about a 10-minute ride on the N buses to Dupont	
Circle where people can also catch a red line train. It is about 15 minutes for the bus to go through	
Georgetown and get to the GW station and another five minutes to get into downtown. There is no	
other way of reaching their destinations that is quicker than the bus On behalf of the three hundred	
persons in our apartment building, and the members of the Association, we beg you to reconsider	
eliminating these services. The buses are already very crowded so you will be leaving many, many rider	
with no options. Respectfully submitted, Alejandra Morales 3130 Wisconsin ave nw apt 605	Bus Service
I am against the elimination of the D2 route and the consolidation of the 31 & 33 routes. It would	
greatly impact the kids at duke Ellington, my daughter and her friends rely on it for school	
transportation. So many kids would be negatively impacted by this, please do not eliminate the route!	Bus Service
To Whom It May Concern: We do not have easy access to Metro being between Tenleytown on the red	
line and GW on the blue line so we must have bus access to Dupont Circle. We are seniors living in the	
Chancery apartment building with at least 300 people and 206 units. It is vital for most of the tenants	
to reach their jobs by bus, the children to go to school by bus, and seniors, many of whom have	
mobility issues and low incomes, to go to Dr appointments, shop, etc by bus. The buses are almost	
always very crowded. Please don't take away our buses. Thank you. Kind regards, Margaret((Peg) Egan	
Harold Erickson 3130 Wisconsin Ave NW #806 Washington DC 20016 252-497-0676	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vita	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
is the only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2	
Metrobus for the many riders who require this service to get to work, school, and other activities.	
Thank you for your time and consideration. Carolyn Carroccio	Bus Service
I take the D6 metrobus to get to work at Medstar Georgetown University Hospital. There is no other	
bus or train that takes me directly to the work. Getting rid of this route will negatively impact me and	
other colleagues. I don't have a vehicle and I cannot afford Uber or Lyft. I live too far to ride a bicycle	
and I don't know anyone who I can carpool with. I desperately need the D6 bus route to continue to	
operate. My job is my only source of income. I have a family to feed and need transportation to get to	Bus Service
Restore bus service from Glenmont Station to BWI Airport, and back. Or add bus service between BWI	
and New Carrolton Station.	Bus Service
Busses that are scheduled di not always show up. They skip a time which is unacceptable	Bus Service
sdhfskjd	Miscellaneous
Thank you for this opportunity to provide comments. I am writing about two specific bus lines: G2	
The G2 line is the primary bus line serving the Georgetown University campus, a campus which is not	
accessible by Metrorail. A large number of university staff, as well as students, rely on the G2 to get to	
work every day. For instance, one of the teachers at the university's on-campus child care facility noted	
that, without the G2, she does not know how she will be able to get to and from work every day. I urge	
Metro to reconsider eliminating this line which provides some of the only accessible public	
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. N4 – The N4 line is the only public transportation connecting upper	
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. N4 – The N4 line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest	
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. N4 – The N4 line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metrorail is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion	
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The N4 line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metrorali is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on	
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The N4 line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metrorail is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more	
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. N4 – The N4 line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metrorail is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and	
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The NA line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metrorail is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue cridor at the Tenleytown metro station. Thank you for	
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The N4 line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metrorali is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments.	Bus Service
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The N4 line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metrorail is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be	
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The NA line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metroral is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of linese comments. Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR	
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The NA line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metroral is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR	
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The N4 line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metrorali Is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on	
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The N4 line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metrorali Is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D6 and the N Lines. The DC takes me towards	
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The NA line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metrorail is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D liane the Uines. The C takes me towards Georgetown Hospital onto Palisades, whereas the N lanes are another choice to get me home from	
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The NA line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metroral is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D6 and the N Lines. The DC takes me towards Georgetown Hospital onto Palisades, whereas the N lanes are another choice to get me home from Dupont Circle and/or when I need to further transfer to Tenley Town. Ride shares are expensive	
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The NA line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metrorali Is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city On public transportation for my outings. I also use both the D6 and the N Lines. The DC takes me towards Georgetown Hospital onto Palisades, whereas the N lanes are another choice to get me home from Dupont Circle and/or when I need to further transfer to Tenley Town. Ride shares are expensive Eliminating and/or cutting these lines would catastrophic for me. Ride shares are expensive. Please	Bus Service
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The NA line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metroral is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. Iride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city of the city on public transportation for my outings. I also use both the D6 and the N Lines. The DC takes me towards Georgetown Hospital onto Palisades, whereas the N lanes are another choice to get me home from Dupont Circle and/or when I need to further transfer to Tenley Town. Ride shares are expensive Eliminating and/or cutting these lines would catastrophic for me. Ride shares are expensive. Please listen to the community and do what's right for us. Thank you.	
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The NA line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metroral is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch busse either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D6 and the N Lines. The DC takes me towards Georgetown Hospital onto Palisades, whereas the N lanes are another choice to get me home from Dupont Circle and/or when I need to further transfer to Tenley Town. Ride shares are expensive Eliminating and/or cutting these lines would catastrophic for me. Ride shares are expensive. Please listen to the community and do what's right for us. Thank you. As a long time resident of the District, and of Glover Park, for more than 30 years I find it	Bus Service
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The NA line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metroral is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D6 and the N Lines. The DC takes me towards Georgetown Hospital onto Palisades, whereas the N lanes are another choice to get me home from Dupont Circle and/or when I need to further transfer to Tenley Town. Ride shares are expensive Eliminating and/or cutting these lines would catastrophic for me. Ride shares are expensive. Please listen to the community and do what's right for us. Thank you.	Bus Service
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The NA line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metrorail is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D6 and the N Lines. The DC takes me towards Georgetown Hospital onto Palisades, whereas the N lanes are another choice to get me home from Dupont Circle and/or when I need to further transfer to Tenley Town. Ride shares are expensive - Eliminating and/or cutting these lines ouxid catstrophic for rmore than 30 years	Bus Service
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The NA line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metrorail is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D lise shares are expensive Eliminating and/or when I need to further transfer to Tenley Town. Ride shares are expensive Eliminating and/or when I need to further transfer to Tenley Town. Ride shares are expensive Eliminating and/or when I meed to further transfer to Tenley Town. Ride shares are expensive Eliminating and/or would these lines would catastrophic for me. I ride the District, and of Glover Park, for more than 30 years I find it appalling that WMATA would recommend full cancellation of the D2 bus line. How in the word are we supposed to get to the Red Line at Dupont Circle? I find WMATA's move to drastically cut service to be an outrageous disregard for the public good. Why are the residents of Glo	Bus Service
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The NA line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metroral is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D6 and the N Lines. The DC takes me towards Georgetown Hospital onto Palisades, whereas the N lanes are another choice to get me home from Dupont Circle and/or when I need to further transfer to Tenley Town. Ride shares are expensive Eliminating and/or cutting these lines would catastrophic for me. Ride shares are expensive. Please listen to the community and do what's right for us. Thank you. As a long time resident of the District, and of Glover Park, for more than 30 years I find it appalling that WMATA would recommend full cancellation of the D2 bus line. How in the world are we supposed to get to the Red Line at Dupont Circle? I find WMATA's move to drastically cut service to be an outrageous disregard for the pub	Bus Service
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The NA line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metroral is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D6 and the N Lines. The DC takes me towards Georgetown Hospital onto Palisades, whereas the N lanes are another choice to get me home from Dupont Circle and/or when I need to further transfer to Tenley Town. Ride shares are expensive Eliminating and/or cutting these lines would catastrophic for me. Ride shares are expensive Eliminating and/or cutting these lines would catastrophic for the D2 bus line. How in the world are we supposed to get to the Red Line at Dupont Circle? I find WMATA's move to drastically cut service to be an outrageous disregard for the public god. Why are the residents of Glove Park now handed yet another insult by WMATA, an insult Hat would defectively strand us all without public transportation. Not all	Bus Service
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The NA line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metroral is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D6 and the N Lines. The DC takes me towards Georgetown Hospital onto Palisades, whereas the N lanes are another choice to get me home from Dupont Circle and/or when I need to further transfer to Tenley Town. Ride shares are expensive - Eliminating and/or cutting these lines would catastrophic for me. Indi is also gue so the share sare expensive. Please Elimine the community and do what's right for us. Thank you. As a long time resident of the District, and of Glover Park, for more than 30 years I find it apalling that WMATA would recommend full cancellation of the D2 bus line. How in the world are we supposed to get to the Red Line at Jupont Circle' 1 find WMATA's move to drastically cut service to be an outrageous disregard	Bus Service
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The NA line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metrorali is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, 1 am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D6 and the N Lines. The DC takes me towards Georgetown Hospital onto Palisades, whereas the N lanes are another choice to get me home from Dupont Circle and/or when I need to further transfer to Tenley Town. Ride shares are expensive Eliminating and/or cutting these lines would catastrophic for me. I find it appalling that WMATA would recommend full cancellation of the D2 bus line. How in the word are we supposed to get to the Red Line at Dupont Circle? I find WMATA's move to drastically cut service to be an outrageous disregard for the public good. Why are the residents of Glove Park now handed yet another insult by WMATA, an insult that would effectively strand us all without public transportation. Not all of us can affor Uber a	Bus Service
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The NA line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metroral is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D6 and the N Lines. The DC takes me towards Georgetown Hospital onto Palisades, whereas the N lanes are another choice to get me home from Dupont Circle and/or when I need to further transfer to Tenley Town. Ride shares are expensive Eliminating and/or cutting these lines would catastrophic for me. Ride shares are expensive. Please listen to the Community and do what's right for us. Thank you. As a long time resident of the District, and of Glover Park, for more than 30 years I find it appalling that WMATA would recommend full cancellation of the D2 bus line. How in the world are we supposed to get to the Red Line at Dupont Circle? I find WMATA's move to drastically cut service to be an outrageous disregard for the pub	Bus Service Bus Service
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The NA line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metroral is over a mile away. Eliminating weeked service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, 1 am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D6 and the N Lines. The DC takes me towards Georgetown Hospital onto Palisades, whereas the N lanes are another choice to get me home from Dupont Circle and/or when I need to further transfer to Tenley Town. Ride shares are expensive. Please listen to the community and do what's right for us. Thank you. As a long time resident of the District, and of Glover Park, for more than 30 years	Bus Service Bus Service Bus Service
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The NA line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metrorail is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D lise hares are expensive Eliminating and/or when I need to further transfer to Tenley Town. Ride shares are expensive Eliminating and/or when I need to further transfer to Tenley Town. Ride shares are expensive Eliminating and/or would catastrophic for me. Ride shares are expensive Eliminating and do what's right for us. Thank you. As a long time resident of the District, and of Glover Park, for more than 30 years Ifind it appalling that WMATA would recommend full cancellation of the 2Ds Park now handed yet another insult by WMATA, an insult that would effectively strand us all without public transportation. Not all of us can afford Uber and Lyft. WMATA should do better with their own books, and not let th	Bus Service Bus Service Bus Service
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The NA line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metroral is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D6 and the N Lines. The DC takes me towards Georgetown Hospital onto Palisades, whereas the N lanes are another choice to get me home from Dupont Circle and/or when I need to further transfer to Tenley Town. Ride shares are expensive Eliminating and/or cutting these lines would catastrophic for me. Ride shares are expensive. Hease listen to the community and do what's right for us. Thank you. As a long time resident of the District, and of Glover Park, for more than 30 years	Bus Service Bus Service Bus Service
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The NA line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metroral is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D6 and the N Lines. The DC takes me towards Georgetown Hospital onto Paliades, whereas the N lanes are another choice to get me home from Dupont Circle and/or when I need to further transfer to Tenley Town. Ride shares are expensive Eliminating and/or cutting these lines would catastrophic for me. Ride shares are expensive. Please listen to the community and do what's right for us. Thank you. As a long time resident of the District, and of Glover Park, for more than 30 years I find it appalling that WMATA would recommend full cancellation of the D2 bus line. How in the world are we supposed to get to the Red Line at Dupont Circle? I find WMATA's move to drastically cut service to be an outrageous disregard for the publi	Bus Service Bus Service Bus Service
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The NA line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metroral is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. Iride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D6 and the N Lines. The DC takes me towards Georgetown Hospital onto Palisades, whereas the N lanes are another choice to get me home from Dupont Circle and/or when I need to further transfer to Tenley Town. Ride shares are expensive - Eliminating and/or cutting these lines would catastrophic for me. Ride shares are expensive. Please lilisen to the community and do what's right for us. Thank you. As a long time resident of the District, and of Glover Park, for more than 30 years I find it apalling that WMATA would recommend full cancellation of the D2 bus line. How in the world are we supposed to get to the Red Line at Dupont Circle? I find WMATA's move to drastically cut service to be an outrageous disregard for the public g	Bus Service Bus Service Bus Service
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. N4 – The N4 line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metrorail is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D lise shares are expensive Eliminating and/or cutting these lines would catastrophic for me. Ride shares are expensive Eliminating and/or when I need to further transfer to Tenley Town. Ride shares are expensive Eliminating and/or would the 2 singers whare the residents of Glover Park, for more than 30 years	Bus Service Bus Service Bus Service Fares/Fees/Parking
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. N4 – The N4 line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metrorail is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D6 and the N Lines. The DC takes me towards Georgetown Hospital onto Palisades, whereas the N lanes are another choice to get me home from Dupont Circle and/or when I need to further transfer to Tenley Town. Ride shares are expensiveEliminating and/or cutting these lines would catastrophic for me. Ride shares are expensive. Please listen to the community and do what's right for us. Thank you. As a long time resident of the District, and of Glover Park, for more than 30 years I find it appalling that WMATA would recommend full cancellation of the D2 bus line. How in the word are we supposed to get to the Red Line at Dupont Circle? I find WMATA's move to drastically cut service to be an outrageous disregard for the pub	Bus Service Bus Service Bus Service Fares/Fees/Parking
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. N4 – The N4 line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metrorail is over a mile away. Eliminating weeked service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D6 and the N Lines. The DC takes me towards Georgetown Hospital onto Palisades, whereas the N lanes are another choice to get me home from Dupont Circle and/or when I need to further transfer to Tenley Town. Ride shares are expensive. Please listen to the community and do what's right for us. Thank you. As a long time resident of the District, and of Glover Park, for more than 30 years	Bus Service Bus Service Bus Service Fares/Fees/Parking
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. N4 – The N4 line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metrorail is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D6 and the N Lines. The DC takes me towards Georgetown Hospital onto Palisades, whereas the N lanes are another choice to get me home from Dupont Circle and/or when I need to further transfer to Tenley Town. Ride shares are expensive Eliminating and/or cutting these lines would catastrophic for me. Ride shares are expensive Eliminating and dor what's right for us. Thank you. As a long time resident of the District, and of Glover Park, for more than 30 years Ifind it appalling that WMATA would recommend full cancellation of the 2D sus line. How in the word are we supposed to get to the Red Line at VueATA should do better with millions in compensation. For what? for a new WMATA chief who earns hundreds of thousands o	Bus Service Bus Service Bus Service Fares/Fees/Parking
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The NA line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metroral is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, 1 am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D6 and the N Lines. The DC takes me towards Georgetown Hospital onto Palisades, whereas the N lanes are another choice to get me home from Dupont Circle and/or when I need to further transfer to Tenley Town. Ride shares are expensive Eliminating and/or cutting these lines would catastrophic for me. Ride shares are expensive. Hease listen to the community and do what's right for us. Thank you. As a long time resident of the District, and of Glover Park, for more than 30 years	Bus Service Bus Service Bus Service Fares/Fees/Parking
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The NA line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metroral is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, 1 am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D6 and the N Lines. The DC takes me towards Georgetown Hospital onto Palisades, whereas the N lanes are another choice to get me home from Dupont Circle and/or when I need to further transfer to Tenley Town. Ride shares are expensive Eliminating and/or cutting these lines would catastrophic for me. Ride shares are expensive. Nease listen to the community and do what's right for us. Thank you. As a long time resident of the District, and of Glover Park, for more than 30 years I find it appalling that WMATA would recommend full cancellation of the D2 bus line. How in the world are we supposed to get to the Red Line at Dupont Circle? I find WMATA's move to drastically cut service to be an outrageous disregard for the publi	Bus Service Bus Service Bus Service Fares/Fees/Parking
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The NA line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metroral is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. Iride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D6 and the N Lines. The DC takes me towards Georgetown Hospital onto Palisades, whereas the N lanes are another choice to get me home from Dupont Circle and/or when I need to further transfer to Tenley Town. Ride shares are expensive - Eliminating and/or cutting these lines would catastrophic for me. Ride shares are expensive - Mease lilisen to the community and do what's right for us. Thank you. As a long time resident of the District, and of Glover Park, for more than 30 years I find it apalling that WMATA would recommend full cancellation of the 2D sus line. How in the world are we supposed to get to the Red Line at Dupont Circle? I find WMATA's move to drastically cut service to ba an outrageous disregard for the public goo	Bus Service Bus Service Bus Service Fares/Fees/Parking
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. NA – The NA line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metroral is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, 1 am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D6 and the N Lines. The DC takes me towards Georgetown Hospital onto Palisades, whereas the N lanes are another choice to get me home from Dupont Circle and/or when I need to further transfer to Tenley Town. Ride shares are expensive Eliminating and/or cutting these lines would catastrophic for me. Ride shares are expensive Bease listen to the community and do what's right for us. Thank you. As a long time resident of the District, and of Glover Park, for more than 30 years Ifind it appalling that WMATA would recommend full cancellation of the D2 bus line. How in the word are we supposed to get to the Red Line at Dupont Circle? I find WMATA's move to drastically cut service to be an outrageous disregard for the publi	Bus Service Bus Service Bus Service Fares/Fees/Parking
Metro to reconsider eliminating this line which provides some of the only accessible public transportation to the university. N4 – The N4 line is the only public transportation connecting upper Massachusetts Avenue corridor, including American University, with the rest of DC. The nearest Metrorail is over a mile away. Eliminating weekend service on this bus line will cut off an entire portion of the city, inclusive of American University students, from the rest of DC via public transportation on the weekends. I kindly ask Metro to reconsider this change, or consider offering an alternative, more direct bus route that would connect Massachusetts Avenue in the corridor between Ward Circle and Westmoreland Circle to the Wisconsin Avenue corridor at the Tenleytown metro station. Thank you for your time and consideration of these comments. Hello, I am a senior citizen on limited income. I live in Glover Park. Cutting the D2 and D6 would be catastrophic for me. I ride the D2 to get to either Wisconsin - to transfer towards downtown OR Dupont Circle, a major hub center. From there I catch buses either to go North or South of the city OR take Metro to various destination throughout the DC area. I do not know how to drive and rely on public transportation for my outings. I also use both the D6 and the N Lines. The DC takes me towards Georgetown Hospital onto Palisades, whereas the N lanes are another choice to get me home from Dupont Circle and/or when I need to further transfer to Tenley Town. Ride shares are expensive. Please Eliminating and/or cutting these lines would catacellation of the D2 bus line. How in the world are we supposed to get to the Red Line at Jupont Circle? I find WMATA's move to drastically cut service to be an outrageous disregard for the public good. Why are the residents of Glove Park now handed yet another insult by WMATA, an insult that would effectively strand us all without public transportation. Not all of us an afford Uber and Lyft. WMATA's hould do better with their own books, and not let	Bus Service Bus Service Bus Service Fares/Fees/Parking

Comment	Category
The shortening of the 33 bus route would make it a lot less useful for downtown commuters since it	
would end at Foggy Bottom. The cutting of the 96 bus would eliminate service to areas that are not well-served by Metro. These cuts and the reduction in service levels on Metrorail makes taking public	
transit less feasible. People will drive more or won't be able to take up opportunities for work or school	
if transit isn't reliable and convenient. Metro needs to invest more in service levels, not cut service.	Bus Service
The D2 and D6 metrobus ridership serves Duke Ellington SoA, MacArthur HS, and Hardy MS. Any	
ridership data used in this decision may not be accurate - STUDENTS typically do not scan their	
KidsRideFree card	Bus Service
Greetings, I've been a resident of Ward 3 since I became a DC resident in 1961, back when the buses	
were operated by DC Transit. The neighborhoods of Chevy Chase, Barnaby Woods, and Hawthorne	
have large concentrations of seniors, many who live in individual homes, some for many decades, and some living in apartments. Many of them are reliant on the buses, but without buses going through the	
neighborhood, these folks would have to drive everywhere. Prior to the pandemic, we used to have	
three routes that ran through our neighborhood, the E4, E6, and M4, plus a bus that would take up u	
Coonective Avenue to Kensington and Aspen Hill. With the proposed cuts, we would only have one, the	
E4, which doesn't help folks in Barnaby Woods or Hawthorne M4 - Elimination of the M4 line would	
mean no DC bus service down Nebraska Avenue and (along with the the elimination of the D6 line) to	
Sibley Hospital), the only hospital in our area. Also, hundreds of school children rely on the bus and	
they would be out of luck. You've already eliminated the E6 line E4. I want to verify that you're	
keeping the section of the E4 that runs on McKinley Street, and not re-routing it to stay on Military	
Road. If you made that change, nearly the entire triangle (Military, Western, and Rock Creek Park)	
would be a bus desert L8 Elimination of service along Conn Av from the DC Line would eliminate trips to Konsington (to Koicar, for example). Wheaten and Acore Hill, Beducing buset to only be forder: to	
to Kensington (to Kaiser, for example), Wheaton and Aspen Hill. Reducing buses to only be feeders to and from Metro stations, would for example mean that, to make a trip to Wheaton Plaza would require	
a bus to the Metro, a ride all the way around the Red Line to Wheaton and another bus. It could take	
seniors as many as 3 buses to get to Kensington We need a community bus line that snakes through	
the streets of these neighbrhoods and takes us to Friendship Heights Metro. Ride On does a good job	
with this sort of things, perhaps you could partner with them. General comments: - Comparison has	
been made to other cities, such as NYC and SF. Bicycles in those other cities only work in areas outside	
downtown areas, if there is a robust bus network. In those cities, buses blanket the entire cities. In the	
SF (49 square miles), there is a bus stop within a quarter-mile of every home If the Mayor and others	
want to reduce reliance on cars, then transit needs to serve more people not less. And yet there has	
been a continuous reduction of our services over the years, as you can see from the maps.	Bus Service
Please do not close Forest Glen Metro!!!! People live where they live because of proximity to metro. Shutting down stations is not the answer- more housing near stations is!!! Montgomery county is	
expanding dense housing options around Forest Glen. This is a reversal of where we should be going in	
the DMV area. Ridiculous.	Rail Service
This is regarding the elimination of D6 & D2 bus routes ! This is a bus service that benefits lots of the	
Georgetown hospital & employees esp the hospital staff! Highly recommend you find the budget to	
keep it running !	Operating Budget, Management and Spending
the deadline. You may find the words in this testimony to be more of a rant and have, as the kids	
would say, ?no filter.? To learn that the WMATA has proposed budget cuts to public transportation in	
the greater DMV area is disheartening, unencouraging, and down right sickening. I have become a	
commuter from Howard County to Montgomery County, and sometimes Washington, D.C., since I have	
started working my job as an arts administrator at a Theatre for Young Audiences in Montgomery	
County. My job description entails going out to the community at large to create partnerships with	
individuals and organizations, and to bring new audiences to theatre. As a person without a working	
vehicle, and working a job in a non profit, commuting between multiple areas has become exhausting	
not just for my body, but for my wallet as well. I have to get up mega early to take one commuter bus	
to cross counties, and multiple metro buses to get to my office or other organizations for meetings. My organization does have commuter benefits, but only up to a certain limit. And with the proposed cuts,	
as well as the rate hikes and time changes, that would severely impact my ability to physically reach the	
great and outstanding community of the DMV, let alone get to my office. And THERE IS NO WAY ON	
GOD?S GREEN EARTH THAT I CAN AFFORD TO PAY FOR A RIDESHARE APP SUCH AS UBER OR LYFT TO	
GO EVERYWHERE EVERYDAY. But let me not make this about me. We can talk about the families that	
don?t make a livable wage in these stressful financial times to afford a car and have to pinch pennies	
just to get around during their day to day. We can talk about the people who have disabilities or a	
physical ailment and rely on public transit. We can talk about the people who will be vulnerable and	
unsafe waiting for the expensive and limited public transit that you're threatening to create. We can talk about the kide who rake on public transit to get to school. We can talk about the kide who can?t	
talk about the kids who rely on public transit to get to school. We can talk about the kids who can?t access our incredible and engaging programming at our theatre, or any educational/recreational	
programming, because their parents may not have cars and can?t afford reliable public transportation	
or a rideshare app. Thus creating a generation of children who have no outlets, and who turn to	
destructive behavior, and create an abundance of issues that you see in our community today. The	
proposed budget cuts, rate hikes, and all of your ?business saving plans? do nothing but cut jobs for	
people, keep the common human being broke/stressed/depressed, and, if you haven?t properly done	
your research and analysis, contribute to an already crippling and unsustainable society. If you think	
times are hard now, just wait until these cuts are approved. To use another euphemism from the young	Operating Budget, Management and Spending
Please do not cut service or make route modifications to the 42 and 43 lines! These are extremely	
popular and well used lines and are a vital lifeline for the Adams Morgan and Foggy Bottom neighborhoods. Many people, such as myself use these lines to get around over the weekends. Also,	
ending the 42 and 43 at Farragut Square, instead of extending into Foggy Bottom, is a huge mistake.	
The majority of people who use the 42 and 43 during rush hour actually work south and west of	
Farragut Square. Previously, when the routes ended Farragut Suguare, the majority of people would	
have to walk south and east many blocks to their workplace. The extension into Foggy Bottom solves	Bus Service
please don't eliminate the M4 bus route!	Bus Service
Please do not cut the 96 bus. It is the only public transit connecting neighborhoods such as Woodley	
Park, Adams Morgan, and Columbia Heights. Kids who attend Oyster-Adams need this bus to get from	
Woodley Park to the Adams campus or from Adams Morgan to the Oyster campus.	Bus Service
As one of the rare millennial homeowners in the area, I bought my house to be close to public transportation. Closing the Earest Close station would cause incredible bardship for my family and limit.	
transportation. Closing the Forest Glen station would cause incredible hardship for my family and limit	
our ability to do many things. Do not close the Forest Glan station - it is vital to the paighborhood and	
our ability to do many things. Do not close the Forest Glen station - it is vital to the neighborhood and encourages development that is sustainable.	Rail Service

Comment	Category
I want to give my comment about the strong impact that will have on my house and family if they cut	
the R12 service in Berwyn Heights MD. My husband, me and my mom (80 years) we use the R12 bus to	
connect with the Metro service in College Park. If they cut the service we will not be able to access the	
subway. My mom uses the Metro Access service, to come home. Part of the rules is that there is a bus	
line in proximity. If you cut the R12, are you going to cut our use of Metro Access, too? In the neighborhood there is a large percentage of old people who use Metro Access. This will leave you	
unable to go to medical consultations. That is not fair. We ask that to the maximum, they only cut	
express routes or that only the bus comes every hour, but do not cut the route (R12) completely.	Bus Service
Ending the bus service for R12 in Berwyn Heights, MD will adversely impact my entire family. My	
husband uses the R12 bus to commute to his job via the College Park Metro Station. This will add at	
least 45 minutes to his commute, and put him danger by having to walk from the metro station to our	
home. We only have one car, and when it is in use, the R12 is the only way for me to travel to grocery	
stores in the local area and neighborhood. The town of Berwyn Heights, does not have sidewalks, and	
has very limited lighting. The only choice I have is to walk in a fully dark path along Lake Artemesia, or	
have to walk on the neighborhood streets, past neighbors who have screamed racist chants at me,	
because I'm Indigenous. I will have to walk at least 40 minutes the long way to get to the metro station.	
Finally, my 80+ year old mother visits me and we go to her doctor appointments using the Metro	
Access. Part of the regulations is that we both live near bus routes. Will her ability to use Metro Access to my house, be stopped if you cut the R12 route? Almost 20% of our Town's population is elderly, and	
need Metro Access and the bus system to go to doctors visits. Cutting this route completely will	
adversely impact their health. At the very maximum, you should only consider reducing the frequency	
in schedules, maybe to every hour or 2 hours. But please DO NOT cut the R12 bus all together. Perhaps,	
if you spent less funds fixing the same entry to the station escalator at the College Park Metro, you can	
save money and maintain the R12 bus route. Thank you, we hope you listen to your bus riders, and tax	Bus Service
I also wanted to comment that many times the problem in a train station because it has to affect the	
service in many stations and that there are delays in the service of the other stations because the lack	
of preparation for those unforeseen events makes it often arrive Late to work or other appointments	
for missing planning we hope that the changes will benefit all users also to thank for the opportunity to	
provide that you can comment on the changes they want to make. He also wanted to say that in some bus lines in Alexandria there are some drivers who do their jobs reluctant other times do not pay	
attention when people want to go down are doing work as force and I think they are paid for driving	
the Buses should be more friendly.	Bus Service
Unclear if the changes in area would allow me to get to doctor appointments and work. For example,	
could I travel from Reston to West Springfield? I don?t mind the increase to \$5. If not, this greatly	
decreases my ability to use this service and get to locations. Another example is a doctor in Sterling	
from Reston. I think the proposed changes help those living and needing to get to work and doctor	
appointments within the 3/4 mile of metro but that doesn?t work for me. Would leave me without	
transportation options for critical things.	Rail Service
Why the hell do we pay all these taxes just for the bus not run on time . This is disrespectful and you	
guys are playing with people's time	Bus Service
Metro is ridiculously irresponsible. Always late, any temperature they are still inconsiderate of the	Due Comine
customers You may raise fares and even cancel or re-rout some bus routes. But it makes no sense what so ever to	Bus Service
cancel metro stations. The train is already going through those stations and areas are booming and	
growing around those stations, which means that more people will be using the metro. People are	
bulging and buying next to metro stations so that they can use it. They are working to bring you more	
traffic and business and shutting down stations would only reduce the accessibility to the system and	
less riders. So please make the right decision and keep those metro station open and make them more	
accessible.	Bus Service
The G2, D2, and D6 Metrobus routes are fundamental for transit to and from Georgetown University.	
No other route, apart from the Circulator and Metrobuses on M St. come within 33rd street for direct	
assistance to students and staff members of the University, as well as residents within the area.	
Removing all three lines would force this population without a direct line of transit to the Dupont Circle metro station (D2), downtown eastern DC (D6), and Logan Circle/Howard University (G2). If you need	
to cut one of these lines, the D2 is the one to cut, as its service route along the populous areas of	
Georgetown/Dupont is already covered by the D6. Until Georgetown has a metro station, please do not	
deprive us of the limited transportation routes we currently have. Thank you.	Bus Service
I am a Georgetown student and these proposed changes greatly affect my ability to commute to work	
and participate in activities in DC. Not only would this effect me but also so many other students and	
faculty at Georgetown. We already don't have a metro stop, which makes it very hard to commute, but	
now the proposals would take away the only three buses that come to Georgetown.	Bus Service
As a Georgetown student, I can confidently say this would be a horrible reduction in our access to the	
greater DC area. Not all of us can afford Ubers and getting a public transportation at the front of our school makes getting around the city extremely convenient. It is already extremely difficult to find the	
few public transportation options that exist in Georgetown and this change would be absolutely	
terrible for Georgetown students and residents that rely on these buses!!!	Bus Service
The G2 bus is the primary method of access to downtown and Dupont Circle for Georgetown students.	
Given that we do not have a metro stop, eliminating the G2 would isolate us from the city. Please	
consider keeping the bus! Thank you	Bus Service
Please do not eliminate the G2 metro bus. It is the only way I can reliably get to and from Georgetown	
University. Without access to this bus my ability go to class will be significantly reduced.	Bus Service
The G2 bus is currently the ONLY form of WAMATA transit that services Georgetown University. For	
those who live further out in Washington, DC the G2 is the most reliable method of reaching campus. It is vital to integrating Georgetown neighborhood with the rest of DC. It is ridiculous that any cuts would	
is vital to integrating Georgetown neighborhood with the rest of DC. It is ridiculous that any cuts would be proposed to this line, if anything this line would benefit from more frequent service. The	
Georgetown University campus is currently extremely inaccessible from a majority of neighborhoods in	
DC, by increasing services, more students would be able to live in other parts of DC and commute to	
the university but by eliminating service complete, students will be restricted to the more expensive	
neighborhoods of Dupont and Geoergetown for campus housing, exacerbating housing needs in these	
neighborhoods and leading to more housing insecurity for students. The elimination of the G2 line	
would be anti -student and anti-education. Boo	Bus Service
I support keeping the G2 metro bus line in service. This is a crucial public transportation route for staff	
and other community members needing to reach Georgetown University and the Georgetown	
neighborhood, a place with limited rail service and costly parking. Thank you for considering.	Bus Service
The G2 line is a critical public transportation open to access Georgetown as neighborhood and	
Georgetown University in particular. There are no other public transport options that residents, graduate students, or undergraduate students have to access these areas from northern parts of NE	
and NW neighborhoods. Eliminating this line would be a grave misstep and would inconvenience	
thousands of students, DC residents, and tourists. Please reconsider this change.	Bus Service

Comment	Category
Eliminating the G2 direct line to Georgetown University's front gates will further isolate low-income	
Georgetown students from accessing DC for internships and leisure activities. The campus shuttle buses	
already don't offer service on certain days, and not all of us are loaded enough to pay Uber fees every time we want to go into DC. Please please reconsider this change.	Bus Service
G2 services the student community in Georgetown, allowing us access to greater DC for jobs and	Bus Service
internships. There is no metro stop in Georgetown, so we have to rely on bus services. If G2 and D2	
were both eliminated, students would be severely and adversely affected. Please reconsider this	
decision. Students would have no public transportation option if these routes were canceled, imposing	
huge financial costs and time burdens on students.	Operating Budget, Management and Spending
The Georgetown community relies on the G2 bus system, and its elimination would be catastrophic.	
The workers who depend on the G2 bus system would be left with no alternative transportation,	
potentially endangering their job and leaving District families without a source of income. The students who rely on the G2 to access grocery stores, pharmacies, places of work, and more would be left	
isolated with no alternative connections. Those who are low-income and/or disabled would be the	
worst affected. It is tremendously important that these groups particularly have access to the	
educational and professional opportunities in the Georgetown community. The ramifications of this	Bus Service
The Georgetown community and university students depend on the G2 route, alongside the 31 and 33	
routes, for access to the District. The elimination of the G2 route would eliminate the most accessible	
(and only) bus route directly connected to campus; combining the 31 and 33 routes would reduce	
service for our community, too. I oppose the decision of WMATA to alter these routes; I hope they	
make a revision that reflects the interests of Georgetown's 7000+ students and associated community	Dis Casa las
members, too. The G2, D2, and D6 are essential routes that the WMATA needs to keep. The Georgetown area is	Bus Service
already incredibly inaccessible, and by proposing to remove these stops, hundreds of residents,	
students and employees in the area will suffer. These stops are also heavily in use and one of the sole	
ways that people in and out of the area can get to Georgetown University?s campus. Do not eliminate	
these routes. Thank you.	Bus Service
D2 is a very important route for me and all others who live in Glover Park. Please do not remove this	
service - I utilize it a lot and would really impact my daily commute and schedule.	Bus Service
As someone who frequently uses the G2 Metrobus to the Georgetown Neighborhood, it is an injustice	
to eliminate this stop going to the Georgetown University campus from the new routes. Many college	
students rely on public transport as a less expensive alternative for transportation. How can we afford to get to our off-campus jobs now, particularly since Georgetown does not have a metro stop? This	
to get to our off-campus jobs now, particularly since Georgetown does not have a metro stop? This move would alienate an entire community from the rest of DC. I strongly implore you to re think this	Bus Service
KEEP THE G2	Bus Service Bus Service
I'm highly against the proposal to eliminate bus route G2. It's an essential route that allows me and	
other college students here at Georgetown to access work opportunities and internships in other parts	
of the city during the year. Lots of students also use it to commute from their residence to campus.	Bus Service
Do not eliminate the G2 bus route - there is no other way to get to the Georgetown campus that	
doesn't involve an uncomfortable amount of walking. As a Georgetown student with a disability, this	
route is vital to ensuring I can go from the city to Georgetown and vice versa.	Bus Service
Please keep the G2 route the same!	Bus Service
The proposal to remove the G2 bus stop in front of Georgetown university is a horrible idea. Many students use the public transportation system and Georgetown does not have a metro stop so	
eliminating the bus stop would cut Georgetown students off from the rest of the city. It's unfair to	
those like myself who use the G2 bus multiple times a week to get to jobs. I am not the only person	
against this proposal. Please consider that the G2 bus stop in front of Georgetown allows for a more	
educated and involved community. Thank you.	Bus Service
PLEASE don't get rid of the G2 bus route! It would seriously limit our ability, as students at GU, to get	
into the rest of DC as transportation near the university is already minimal. Not having a metro makes	
us rely on busses like G2	Bus Service
Recently found out that there was a proposal to eliminate the G2 bus route, and I wanted to express my opposition to this removal. The G2 bus route is one that I, like many students at Georgetown and	
Howard Universities, use frequently, and would be disappointed to see gone. Thank you for your	
consideration.	Bus Service
Do not get rid of the G2 route to Georgetown University. This will make the campus completely	
inaccessible as they are no alternate public transportation options to the campus.	Bus Service
PLEASE DO NOT GET RID OF THE G2, D2, and D6 BUSES!!! I am a Georgetown student, and as it is the	
Georgetown neighborhood does not have many public transit options. the G2 is the only one that	
comes to campus, and this is a huge safety concern for people and women especially who are	
commuting alone at night because we would have to walk 15 minutes to the nearest 33. Also, a lot of people on campus use the G2 to get to Dupont circle to get to the metro, and without this it is even	
more inaccessible. I use the D2 and D6 to get around the city and to different appointments because I	
live off campus. This is a huge safety concern if we remove the buses, and also unfair and inaccessible	
for our community. Please please keep them. Thank you.	Bus Service
please keep the D2 its the only way i can get to work and school and the hospital and literally	
everywhere. i will be really upset if the D2 gets cancelled	Bus Service
The G2 line if a thoroughfare for georgetown students in DC past duport circle. To take away this route	
cripples the ability of DC residents who are seeking higher education, but do not have the resources to	
pay for rent in the high end Georgetown, DuPont Circle, and Glover Park neighborhoods. To take away	
this bus route is a hindrance to upward mobility that education provides and reinforces the class separation related to DC?s not having a metro stop in Georgetown	Bus Service
Separation related to DC7s not having a metro stop in Georgetown My name is Libra Robinson I live in Washington DC and I am a legally blind Metro Access user. I utilize	
this wonderful service not only to conduct my personal business but most importantly to travel safely	
and independently as a blind woman. The proposed budget cut in operating hours, removal of some	
bust stops and closing of Metro Rail stations would profoundly impact me and so many other riders. I	
do understand that operating WAMATA, the necessity for employees and the intricacies required for	
operation is a huge undertaking. I am wholeheartedly requesting as you make your final decision that	
you not only look at the bottom line, but you also be mindful not to leave your customers behind.	
Thank you in advance for your consideration and thank you for all you do!	Operating Budget, Management and Spending
The proposed elimination of the G2 route is a very bad idea. It is an essential bus/route for many	
people. There are numerous North-South bus routes (and metro lines), but East-West routes are lacking. The elimination of the G2, an important one, would make commuting and navigating DC much	
harder for so many. Please reconsider.	Bus Service
The G2, D2, and D6 Metrobus routes are the only routes connecting the Georgetown University campus	
with the rest of the D.C. area. Please do not end these services. They are essential to providing	
accessible transportation for students all around the District.	Bus Service
Keep G2 at Georgetown gates	Bus Service
Is Georgetown not isolated enough? I know that the rich twats of this neighborhood hate the idea of	
anyone who is not old and rich stepping foot into this neighborhood, but we were a University first. We	
already lost out on a metro stop, don't take away our one connection to the outside world.	Bus Service

Comment	Category Rue Service
Please do not get rid of the G2 stop in Georgetown!!!!!!! Would really hurt the students. Now WHY would you propose cutting service in Georgetown of all places. We have no underground	Bus Service
public transport, so there?s no way of getting around to the rest of the city without either driving or	
getting on a bus. The buses are not only clean but super efficient! They?re fast and usually on time. I	
love them and would hate to see the G2 leave our neighborhood, as well as the 31 and 33 routes being	
consolidated. I understand there may be budget shortfalls in the city, but that should NEVER come at	
the expense of public transport. I?m not one of the rich Georgetown residents, I can tel you that much.	
I DEPEND on cheap options to get around.	Operating Budget, Management and Spending
The G2 is absolutely necessary for me to get to work. Even on early Saturday morning, other students	
and adults need the G2 to get to the Dupont Metro Station. Georgetown University, does not provide	
frequent weekend transportation to surrounding metro centers. Georgetown also does not have access to non-bus modes of public transportation. Further, at night on weekends, both the D2 and G2 are	
packed as people come back to Georgetown making it even more necessary to have these stops. Me	
most also keep in mind older/disabled members and visitors of the community who cannot walk long	
distances to get back to campus. With most of the back of our campus blocked off, people struggle to	
get through the back to seek farther bus stops due to hospital traffic.	Bus Service
I strongly oppose service cuts to the D2, D6, G2, 31, 33 and 96 routes. These bus lines are the only way I	
am able to commute to my job at Georgetown University and are vital for the students and staff that	
work there.	Bus Service
Please do not remove the G2 bus. Many people who live and work in Georgetown rely on this route to commute and connect to the center of the city	Bus Service
Accessibility and safe travel to the Georgetown area would be almost eliminated by these proposed	Bus seivice
changes. This is not only disruptive to student/Georgetown community members to be able to travel to	
other parts of the city, but it is also a safety issue for those who cannot afford ubers and will have to	
walk that distance.	Fare Evasion/Safety/Crime
Please please please don't get rid of the G2 bus, it's one of the main and few ways I am able to	
commute to places I need to.	Bus Service
Please save the G2, D2, and D6 buses. As a DC resident without a car who works at Georgetown	
University, these routes (especially the G2) are essential to my being able to live and work in DC.	Bus Service
Eliminating the G2 and D2/D6 bus routes to Georgetown would have catastrophic effects on the diversity and on the working staff members at Georgetown as well as off campus seniors/juniors who	
travel to work from campus and internships back and forth. The Gus bus can be an inefficient and	
nonreliable way to campus for georgetown students and is not even usable to those who are guests of	
the neighborhood. I am disappointed that metro is trying to further suppress diverse communities	
access to this neighborhood and hopefully will find someone else to talk to i am disgusted by these	
proposed changes.	Bus Service
I am a first year Masters student studying at Georgetown University. I live in Columbia Heights and	
have to commute down 14th street to the G2 that comes every 30 minutes on P street. When I miss	
that G2 bus, I have to wait 30 minutes for the next one, making me late for class and often waiting for	
transportation for over an hour and a half everyday. Cutting the G2 bus is cutting my lifeline to my	
education. I NEED this bus to transport to school otherwise an Uber often costs \$15-20 each way. This is not feasible for a young adult that is working full time as well as attending classes full time. Cutting	
the G2 will cause an uproar in the community as it is the lifeline for students. Georgetown is as much as	
a residential area as it is a university and we need a way to get there and improve accessibility in the	
Capitol of the United States. The G2 is the bus that takes me home after my lab ends at 10pm every	
week. Without it I would have to walk in a crime prone area in the dark as a young petite woman	
alone. Cutting the G2 is cutting the lifeline of commuter students.	Bus Service
Every night I leave Georgetown University through the G2, I am accompanied by an elderly man that	
works at GU. He takes the same route as I do to travel home each night before coming back early	
morning for work again. Everyday he is on the G2 religiously for as long as he?s worked there. Cutting	
the G2 is cutting his way into his livelihood and the support he has to provide for his family. Do not cut the G2 as you are decreasing accessibility to both workers and students alike	Bus Service
I am very much against the proposed elimination of the N buses on the weekend. The N bus covers a	Bus service
wide area in Northwest DC and for many people this bus is the only way to get to American University,	
shopping areas, and the library in this section of DC. It also takes residents to the Metro in Tenleytown	
and Bethesda. This bus transports a diverse group of citizensyoung and oldwho will definitely be	
poorlly impacted by its elimination.	Bus Service
Please keep the G2 bus as it is the only convenient option for Georgetown University staff and students	Bus Service
Please keep the G2 for Georgetown college students! Public transportation is already so incredibly	
limited in that area If the G2 Route is removed I will not be able to get to class at Georgetown University. I live on New	Bus Service
Jersey Ave and the G2 is the reason I am able to live where I live, so far away from school. I take this	
route four days of the week. It would be catastrophic to my time.	Bus Service
Please keep the G2 line - lots of Georgetown students and employees rely on it	Bus Service
DO NOT REMOVE G2. IM FROM GEORGETOWN I USE IT WEEKLY.	Bus Service
The G2 bus cannot and should not be terminated as it provides the only public transportation system	
that links the rest of the city to Georgetown. Targeting a minority group by removing the accessibility of	
a transportation mode is injustice, it is discriminatory and does not coincide with EEO guidelines.	Bus Service
Do not let Georgetown close down G2. Many workers use that bus to travel home from work leaving them stranded.	Bus Conviso
them stranded. The connection of the G2 bus to the Georgetown University campus is a vital link that needs to be kept	Bus Service
even amid budget and fare challenges. Besides providing the connection from Dupont Circle that is fast	
and reliable, it is something that can be depended on in the wee hours or the late hours. It is a vital link	
for many of Georgetown's service employees. It has always been the best way to get from point A to	
Georgetown when I am on public transit. And it is an integral part of my very connection to	
Georgetown University. The G2 brought my mother to and from campus in the 1970s as a commuting	
student from Baltimore. For the sake of Hoyas present and especially future, please do not sever this	Operating Budget, Management and Spending
Really love the G2 bus- It's the main way I get around Georgetown from Adams Morgan!! Please	
consider that it is the only way around there for me since there is no metro!!	Bus Service
I am writing to express my concern regarding the proposed cancelation of the G2 metro bus route.	
Georgetown already suffers from a lack of access to the rest of the region without having a relevant metro stop. Removing the G2 bus route would remove a critical part of the infrastructure of this	
neighborhood, impacting residents, students, and employees working in the neighborhood. To remove	
the G2 route would be a spit in the face of the many hardworking tax payers who depend on WMATA	
and the G2 route to provide for their families and explore the city.	Bus Service
Please do not eliminate the G2 bus route. It is vital for accessing the city for Georgetown students such	
as myself and countless others.	Bus Service
As a student at Georgetown University, I rely on the G2 and D6 metrobus for easy transport into DC, so	
that internship opportunities in the city are easily accessible to me. The removal of the G2 bus line	
would greatly impact my university experience and my ability to participate in DC enrichment	Bus Service
opportunities.	

Comment	Category
I rely on the G2 bus to commute to Georgetown University and do not know of or have any alternative	
budget that would be so reliable to go between the Logan circle and Shaw neighborhood directly to	
one of the largest employers in the District. This must be reconsidered!	Operating Budget, Management and Spending
February 29, 2024 To Whom it May Concern at WMATA: I am writing to you today to voice my great	
concern about the possibility of the T2 Metrobus route being eliminated. I want to stress the vital role	
that the T2 Metrobus route plays in the community. This is a key route for many individuals and	
families to access a large and bustling swath of DC, Potomac and Rockville. As you know, this bus	
provides access to students and staff at several schools including Walt Whitman High School, Bullis	
School, and Ritchie Park Elementary School and also to key facilities such as libraries and community	
centers. The bus is particularly vital to the economy of the many shops, restaurants, offices and two	
country clubs along River Road. To summarize, the T2 Metrobus is the most reliable public	
transportation to this part of the County, and without it people in the area will face barriers to	
accessing places of employment, education and recreation. Please protect this bus line for the many	
riders who require this service to get to work, school, and other activities. Sincerely, Charles C. Wilkes	Bus Service
Please don't eliminate G2 to Georgetown University. Thanks!	Bus Service
Please do not eliminate the G2 Metrobus service at the University's front gates and other G2 stops in	
the Georgetown neighborhood. Georgetown is already constrained from a public transit standpoint,	
and adjustments to public transit from campus could afford to increase in availability not decrease.	
These are a critical link to connecting Georgetown students to DC at large and for helping staff enjoy	
more affordable public transit options. Thank you for this consideration.	Bus Service
Hello, I've learned of the recent proposed changes that would eliminate the existing direct G2	
Metrobus route to Georgetown University?s front gates. I disagree with this decision as it would place a	
great burden on those living in Georgetown to access an efficient transportation route. For residents of	
the neighborhood, students, and faculty and staff, G2 is the only efficient option to get from Dupont	
Circle or deeper DC to the campus. Without a close metro stop, it makes public transportation very	
difficult. Please do not close this service.	Bus Service
I am DISMAYED by the recurring attempt to cancel the D2 bus for budget cuts. I use this bus every day	
to get to work, and have for the past 6 years, across 4 different jobs. It is unclear to me how it is logical	
or equitable to make the bus free while cutting service lines, effectively leaving people who live in	
Glover Park stranded. I am irate. This makes no sense and is shameful. Put a toll on incoming Virginia	
drivers, if you have to! They don't do ticket reciprocity anyways! Tax me more! Literally do anything but	
take away this bus. If you can't make the BUS work, what are you doing???	Operating Budget, Management and Spending
I think the G2 metro bus provides a much needed access route to georgetown including the university	
that is leveraged by otherwise underserved communities that have trouble gaining access to that area.	
don't think this route should be cut.	Bus Service
I am strongly against the elimination of the G2 bus route. As a Georgetown University student, the G2	
bus is the main connection of the university to the public transportation system of DC. If this route	
were eliminated, I would have no connection to the DC public transit system.	Bus Service
Before Metro propose any fare and service charges here is something for you to think about and	
consider. How can it be justified for to ask for a fare increase when you have fare evaders on a daily	
basis? How much longer are law abiding tax payers front those individuals? I take the same route every	
day 4 days a week. Within those 30 min every day the same people get on without paying that?s \$10	
within that 30 min time frame. Multiple that over the whole year and all the other bus routes within	
the metro system. And on top of that 9 out of 10 bus operators don?t even ask the passenger to pay	
they just walk buy. Why should I pay then or even asked to pay more? Unbelievable that metro asked	
this from the ridership	Bus Service
Do not close G2 route in front of Georgetown. Students need public transportation to get into DC and	
the surrounding area.	Bus Service
Georgetown needs G2 route	Bus Service
Georgetown students need G2 bus route!!	Bus Service
Please do not omit the G2 Bus from DC?s public transit scheme. It?s already hard enough to get off	
campus and into the city without a metro stop. Removing this bus line will make it harder for students	
and staff to get into the city. DC prides itself on its diversity, and removing this bus line creates a barrior	
to cultural monility.	Bus Service
I would like to see the commuter 220 bus maintained as a route and not eliminated from service. It is	
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and	
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route.	Bus Service
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut	
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NW. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding	
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NW. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2: Wisconsin Ave is well served by the 31, 33 and N2 buses.	
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NW. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2: Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't	
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NW. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2: Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please	
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NV. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2: Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts.	
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NW. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2: Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts. They are very bad because now they are not working the connector must solve that problem they have	Bus Service
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NW. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2: Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts. They are very bad because now they are not working the connector must solve that problem they have with drivers. In Fairfax.	
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NW. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2: Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts. They are very bad because now they are not working the connector must solve that problem they have with drivers. In Fairfax. The G2, D6 and D2 bus routes are integral to the Georgetown community and our ability to access the	Bus Service
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NV. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2: Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts. They are very bad because now they are not working the connector must solve that problem they have with drivers. In Fairfax. The G2, D6 and D2 bus routes are integral to the Georgetown community and our ability to access the city and vice versa. Eliminating them be detrimental to a lively, moving DC. This is the second instance	Bus Service
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NW. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2: Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts. They are very bad because now they are not working the connector must solve that problem they have with drivers. In Fairfax. The G2, D6 and D2 bus routes are integral to the Georgetown community and our ability to access the city and vice versa. Eliminating them be detrimental to a lively, moving DC. This is the second instance in recent years that I am providing feedback on Metro's proposals to severely cut Gerogetown off from	Bus Service
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NW. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2: Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts. They are very bad because now they are not working the connector must solve that problem they have with drivers. In Fairfax. The G2, D6 and D2 bus routes are integral to the Georgetown community and our ability to access the city and vice vers. Eliminating them be detrimental to a lively, moving DC. This is the second instance usin recent years that I am providing feedback on Metro's proposals to severely cut Gerogetown off from public transportation routes. Every time, the community responds because so many of us do not have	Bus Service Fare Evasion/Safety/Crime
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NW. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2: Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts. They are very bad because now they are not working the connector must solve that problem they have with drivers. In Fairfax. The G2, D6 and D2 bus routes are integral to the Georgetown community and our ability to access the city and vice versa. Eliminating them be detrimental to a lively, moving DC. This is the second instance in recent years that I am providing feedback on Metro's proposals to severely cut Gerogetown off from public transportation routes. Every time, the community responds because so many of us do not have alternative modes of transportation.	Bus Service
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NW. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2: Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts. They are very bad because now they are not working the connector must solve that problem they have with drivers. In Fairfax. The G2, D6 and D2 bus routes are integral to the Georgetown community and our ability to access the city and vice versa. Eliminating them be detrimental to a lively, moving DC. This is the second instance in recent years that 1 am providing feedback on Metro's proposals to severely cut Gerogetown off from public transportation routes. Every time, the community responds because so many of us do not have alternative modes of transportation. Metro is making a serious error in considering to eliminate the G2 line. This line serves as the only	Bus Service Fare Evasion/Safety/Crime
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NW. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2: Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts. They are very bad because now they are not working the connector must solve that problem they have with drivers. In Fairfax. The G2, D6 and D2 bus routes are integral to the Georgetown community and our ability to access the city and vice versa. Eliminating them be detrimental to a lively, moving DC. This is the second instance in recent years that I am providing feedback on Metro's proposals to severely cut Gerogetown off from public transportation. Metro is making a serious error in considering to eliminate the G2 line. This line serves as the only transit option for many people who live between Truxton Circle and Georgetown, getting around	Bus Service Fare Evasion/Safety/Crime
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NW. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2 Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts. They are very bad because now they are not working the connector must solve that problem they have with drivers. In Fairfax. The G2, D6 and D2 bus routes are integral to the Georgetown community and our ability to access the city and vice versa. Eliminating them be detrimental to a lively, moving DC. This is the second instance in recent years that 1 am providing feedback on Metro's proposals to severely cut Gerogetown off from public transportation routes. Every time, the community responds because so many of us do not have alternative modes of transportation. Metro is making a serious error in considering to eliminate the G2 line. This line serves as the only transit option for many people who live between Truxton Circle and Georgetown, getting around inadequate Metro rail service between these two places. I depend on the line to get to and from class	Bus Service Fare Evasion/Safety/Crime Miscellaneous
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NV. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2: Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts. They are very bad because now they are not working the connector must solve that problem they have with drivers. In Fairfax. The G2, DG and D2 bus routes are integral to the Georgetown community and our ability to access the city and vice versa. Eliminating them be detrimental to a lively, moving DC. This is the second instance in recent years that 1 am providing feedback on Metro's proposals to severely cut Gerogetown off from public transportation routes. Every time, the community responds because so many of us do not have alternative modes of transportation. Metro is making a serious error in considering to eliminate the G2 line. This line serves as the only transit option for many people who live between Truston Circle and Georgetown, getting around inadequate Metro rail service between these two places. I depend on the line to get to and from class in Georgetown, and I know many other students do as well. Please consider keeping the G2 line.	Bus Service Fare Evasion/Safety/Crime
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NW. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2: Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts. They are very bad because now they are not working the connector must solve that problem they have with drivers. In Fairfax. The G2, D6 and D2 bus routes are integral to the Georgetown community and our ability to access the city and vice versa. Eliminating them be detrimental to a lively, moving DC. This is the second instance in recent years that I am providing feedback on Metro's proposals to severely cut Gerogetown off from public transportation routes. Every time, the community responds because so many of us do not have alternative modes of transportation. Metro is making a serious error in considering to eliminate the G2 line. This line serves as the only transit option for many people who live between Truxton Circle and Georgetown, getting around inadequate Metro rail service between these two places. I depend on the line to get to and from class in Georgetown, and I know many other students do as well. Please consider keeping the G2 line. Please maintain the G2 line. As an off campus student with accessibility concerns I would have no way	Bus Service Fare Evasion/Safety/Crime Miscellaneous Rail Service
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NW. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2: Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts. They are very bad because now they are not working the connector must solve that problem they have with drivers. In Fairfax. The G2, D6 and D2 bus routes are integral to the Georgetown community and our ability to access the city and vice versa. Eliminating them be detrimental to a lively, moving DC. This is the second instance in recent years that 1 am providing feedback on Metro's proposals to severely cut Gerogetown off from public transportation routes. Every time, the community responds because so many of us do not have alternative modes of transportation. Metro is making a serious error in considering to eliminate the G2 line. This line serves as the only transit option for many people who live between Truxton Circle and Georgetown, getting around inadequate Metro rail service between these two places. I depend on the line to get to and from class in Georgetown, and I know many other students do as well. Please consider keeping the G2 line. Please maintain the G2 line. As an off campus student with accessibility concerns I would have no way to access Georgetown without it.	Bus Service Fare Evasion/Safety/Crime Miscellaneous Rall Service Bus Service
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NV. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2: Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts. They are very bad because now they are not working the connector must solve that problem they have with drivers. In Fairfax. The G2, D6 and D2 bus routes are integral to the Georgetown community and our ability to access the city and vice versa. Eliminating them be detrimental to a lively, moving DC. This is the second instance in recent years that I am providing feedback on Metro's proposals to severely cut Georgetown off from public transportation routes. Every time, the community responds because so many of us do not have alternative modes of transportation. Metro is making a serious error in considering to eliminate the G2 line. This line serves as the only transit option for many people who live between Truxton Circle and Georgetown, getting around inadequate Metro rail service between these two places. I depend on the line to get to and from class in Georgetown, and I know many other students do as well. Please consider keeping the G2 line. Please maintain the G2 line. As an off campus student with accessibility concerns I would have no way to access Georgetown without it. Oppose lone hour later on Friday and saturdays	Bus Service Fare Evasion/Safety/Crime Miscellaneous Rail Service
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NW. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2: Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts. They are very bad because now they are not working the connector must solve that problem they have with drivers. In Fairfax. The G2, DG and D2 bus routes are integral to the Georgetown community and our ability to access the city and vice versa. Eliminating them be detrimental to a lively, moving DC. This is the second instance in recent years that 1 am providing feedback on Metro's proposals to severely cut Gerogetown off from public transportation. Metro is making a serious error in considering to eliminate the G2 line. This line serves as the only transit option for many people who live between Truston Circle and Georgetown, getting around inadequate Metro rail service between these two places. I depend on the line to get to and from class in Georgetown, and I know many other students do as well. Please consider keeping the G2 line. Please maintain the G2 line. As an off campus student with accessibility concerns I would have no way to access Georgetown without it. Oppose lone hour later on Friday and saturdays	Bus Service Fare Evasion/Safety/Crime Miscellaneous Rail Service Bus Service
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NW. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2: Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts. They are very bad because now they are not working the connector must solve that problem they have with drivers. In Fairfax. The G2, D6 and D2 bus routes are integral to the Georgetown community and our ability to access the city and vice versa. Eliminating them be detrimental to a lively, moving DC. This is the second instance in recent years that I am providing feedback on Metro's proposals to severely cut Gerogetown off from public transportation routes. Every time, the community responds because so many of us do not have alternative modes of transportation. Metro is making a serious error in considering to eliminate the G2 line. This line serves as the only transit option for many people who live between Truxton Circle and Georgetown, getting around inadequate Metro rail service between these two places. I depend on the line to get to and from class in Georgetown, and I know many other students do as well. Please consider keeping the G2 line. Please maintain the G2 line. As an off campus student with accessibility concerns I would have no way to access Georgetown without it. Oppose lone hour later on Friday and saturdays If you do this change, you are screwing over all the staff, students, and faculty at Georgetown	Bus Service Fare Evasion/Safety/Crime Miscellaneous Rail Service Bus Service Bus Service
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NW. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2 Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts. They are very bad because now they are not working the connector must solve that problem they have with drivers. In Fairfax. The G2, D6 and D2 bus routes are integral to the Georgetown community and our ability to access the city and vice versa. Eliminating them be detrimental to a lively, moving DC. This is the second instance in recent years that I am providing feedback on Metro's proposals to severely cut Gerogetown off from public transportation routes. Every time, the community responds because so many of us do not have alternative modes of transportation. Metro is making a serious error in considering to eliminate the G2 line. This line serves as the only transit option for many people who live between Truxton Circle and Georgetown, getting around inadequate Metro rail service between these two places. I depend on the line to get to and from class in Georgetown, and I know many other students do as well. Please consider keeping the G2 line. Please maintain the G2 line. As an off campus student with accessibility concerns I would have no way to a caces. Georgetown without it. Oppose lone hour later on Friday and saturdays If you do this change, you are screwing over all the staff, students, and faculty at Georgetown University. I don't know who proposed this, but they either have animosity to	Bus Service Fare Evasion/Safety/Crime Miscellaneous Rail Service Bus Service Bus Service Bus Service
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NV. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2 Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts. They are very bad because now they are not working the connector must solve that problem they have with drivers. In Fairfax. The G2, D6 and D2 bus routes are integral to the Georgetown community and our ability to access the city and vice versa. Eliminating them be detrimental to a lively, moving DC. This is the second instance in recent years that 1 am providing feedback on Metro's proposals to severely cut Gerogetown off from public transportation routes. Every time, the community responds because so many of us do not have alternative modes of transportation. Metro is making a serious error in considering to eliminate the G2 line. This line serves as the only transit option for many people who live between Truxton Circle and Georgetown, getting around inadequate Metro rail service between these two places. I depend on the line to get to and from class in Georgetown, and I know many other students do as well. Please consider keeping the G2 line. Please maintain the G2 line. As an off campus student with accessibility concerns I would have no way to access Georgetown without it. Oppose lone hour later on Friday and saturdays If you do this change, you are screwing over all the staff, students, and faculty at Georgetown University. I don't know who proposed this, but they either have animosity towa	Bus Service Fare Evasion/Safety/Crime Miscellaneous Rail Service Bus Service Bus Service Bus Service Bus Service
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NV. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2: Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts. They are very bad because now they are not working the connector must solve that problem they have with drivers. In Fairfax. The G2, Dia and D2 bus routes are integral to the Georgetown community and our ability to access the city and vice versa. Eliminating them be detrimental to a lively, moving DC. This is the second instance in recent years that 1 am providing feedback on Metro's proposals to severely cut Georgetown off from public transportation routes. Every time, the community responds because so many of us do not have alternative modes of transportation. Metro is making a serious error in considering to eliminate the G2 line. This line serves as the only transit option for many people who live between Truston Circle and Georgetown, getting around inadequate Metro rail service between these two places. I depend on the line to get to and from class in Georgetown, and I know many other students do as well. Please consider keeping the G2 line. Please maintain the G2 line. As an off campus student with accessibility concerns I would have no way to access Georgetown without it. Oppose lone hour later on Friday and saturdays If 'you do this change, you are screwing over all the staff, students, and faculty at Georgetown University or should be fireed for ignorance/incompetence or both. DONT DO I	Bus Service Fare Evasion/Safety/Crime Miscellaneous Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NW. Most of my doctors are at Sibley Hospital. The only way I can get three is by riding the M4. Please don't eliminate it. As to the L2: Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts. They are very bad because now they are not working the connector must solve that problem they have with drivers. In Fairfax. The G2, D6 and D2 bus routes are integral to the Georgetown community and our ability to access the city and vice versa. Eliminating them be detrimental to a lively, moving DC. This is the second instance in recent years that 1 am providing feedback on Metro's proposals to severely cut Gerogetown off from public transportation routes. Every time, the community responds because so many of us do not have alternative modes of transportation. Metro is making a serious error in considering to eliminate the G2 line. This line serves as the only transit optito for many people who live between Truxton Circle and Georgetown, getting around inadequate Metro rail service between these two places. I depend on the line to get to and from class in Georgetown, and I know many other students do as well. Please consider keeping the G2 line. Please maintain the G2 line. As an off campus student with accessibility concerns I would have no way to access Georgetown without it. Oppose lone hour later on Friday and saturdays If you do this change, you are screwing over all the staff, students, and faculty at Georgetown University. I don't know who proposed this, but they ei	Bus Service Fare Evasion/Safety/Crime Miscellaneous Rail Service Bus Service Bus Service Bus Service Bus Service
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NV. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2 Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts. They are very bad because now they are not working the connector must solve that problem they have with drivers. In Fairfax. The G2, DG and D2 bus routes are integral to the Georgetown community and our ability to access the city and vice versa. Eliminating them be detrimental to a lively, moving DC. This is the second instance in recent years that I am providing feedback on Metro's proposals to severely cut Gerogetown off from public transportation routes. Every time, the community responds because so many of us do not have alternative modes of transportation. Metro is making a serious error in considering to eliminate the G2 line. This line serves as the only transit option for many people who live between Truxton Circle and Georgetown, getting around inadequate Metro rail service between these two places. I depend on the line to get to and from class in Georgetown, and I know many other students do as well. Please consider keeping the G2 line. Please engistent without it. Coppose lone hour later on Friday and saturdays If you do this change, you are screwing over all the staff, students, and faculty at Georgetown University or should be fred for ignorance/incompetence or both. DONT DO IT Please don't it's incredibly useful to low income students needing to leave Georgetown scampus student to le	Bus Service Fare Evasion/Safety/Crime Miscellaneous Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NV. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2: Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts. They are very bad because now they are not working the connector must solve that problem they have with drivers. In Fairfax. The G2, DG and D2 bus routes are integral to the Georgetown community and our ability to access the city and vice versa. Eliminating them be detrimental to a lively, moving DC. This is the second instance in recent years that I am providing feedback on Metro's proposals to severely cut Gerogetown off from public transportation routes. Every time, the community responds because so many of us do not have alternative modes of transportation. Metro is making a serious error in considering to eliminate the G2 line. This line serves as the only transit option for many people who live between Truxton Circle and Georgetown, getting around inadequate Metro rail service between these two places. I depend on the line to get to and from class in Georgetown, and I know many other students do as well. Please consider keeping the G2 line. Please maintain the G2 line. As an off campus student with accessibility concerns I would have no way to access Georgetown without it. Oppose lone hour later on Friday and saturdays If you do this change, you are screwing over all the staff, students, and faculty at Georgetown University. I don't know who proposed this, but they ei	Bus Service Fare Evasion/Safety/Crime Miscellaneous Rail Service Bus Service Bus Service Bus Service Bus Service Miscellaneous Bus Service
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NW. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2: Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts. They are very bad because now they are not working the connector must solve that problem they have with drivers. In Fairfax. The G2, DG and D2 bus routes are integral to the Georgetown community and our ability to access the city and vice versa. Eliminating them be detrimental to a lively, moving DC. This is the second instance in recent years that 1 am providing feedback on Metro's proposals to severely cut Gerogetown off from public transportation routes. Every time, the community responds because so many of us do not have alternative modes of transportation. Metro is making a serious error in considering to eliminate the G2 line. This line serves as the only transit option for many people who live between Truston Circle and Georgetown, getting around inadequate Metro rail service between these two places. I depend on the line to get to and from class in Georgetown, and I know many other students do as well. Please consider keeping the G2 line. Please maintain the G2 line. As an off campus student with accessibility concerns I would have no way to access Georgetown without it. Oppose lone hour later on Friday and saturdays If you do this change, you are screwing over all the staff, students, and faculty at Georgetown III Please don't it's incredibly useful to low income students needing to leav	Bus Service Fare Evasion/Safety/Crime Miscellaneous Rail Service Bus Service Bus Service Bus Service Bus Service Miscellaneous Bus Service
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NV. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2 Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts. They are very bad because now they are not working the connector must solve that problem they have with drivers. In Fairfax. The G2, D6 and D2 bus routes are integral to the Georgetown community and our ability to access the city and vice versa. Eliminating them be detrimental to a lively, moving DC. This is the second instance in recent years that I am providing feedback on Metro's proposals to severely cut Gerogetown off from public transportation routes. Every time, the community responds because so many of us do not have alternative modes of transportation. Metro is making a serious error in considering to eliminate the G2 line. This line serves as the only transit option for many people who live between Truxton Circle and Georgetown, getting around inadequate Metro rail service between threse two places. I depend on the line to get to and from class in Georgetown, without it. Oppose lone hour later on Friday and saturdays If you do this change, you are screwing over all the staff, students, and faculty at Georgetown University. I don't know whop proposed this, but they either have animosity towards the university or should be irred for ignorance/incompetence or both. DONT DO IT Please don't it's incredibly useful to low income students needing to leave Georgetown 1!!!!! As a student at George	Bus Service Fare Evasion/Safety/Crime Miscellaneous Rail Service Bus Service Bus Service Bus Service Bus Service Miscellaneous Bus Service
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NV. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2 Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts. They are very bad because now they are not working the connector must solve that problem they have with drivers. In Fairfax. The G2, D6 and D2 bus routes are integral to the Georgetown community and our ability to access the city and vice versa. Eliminating them be detrimental to a lively, moving DC. This is the second instance in recent years that I am providing feedback on Metro's proposals to severely cut Gerogetown off from public transportation routes. Levery time, the community responds because so many of us do not have alternative modes of transportation. Metro is making a serious error in considering to eliminate the G2 line. This line serves as the only transit option for many people who live between Truxton Circle and Georgetown, getting around inadequate Metro rail service between these two places. I depend on the line to get to and from class in Georgetown, and I know many other students do as well. Please consider keeping the G2 line. Please ensider keeping the G2 line. Please don't it's incredibly useful to low income students needing to leave Georgetown University or should be fried for ignorance/incompetence or both. DONT DO IT Please don't it's incredibly useful to low income students needing to leave Georgetown II!!!!!	Bus Service Fare Evasion/Safety/Crime Miscellaneous Rail Service Bus Service B
valuable for people like me who live an hour outside the city and do what I can to reduce traffic and congestion on our roads. I would like to encourage our politicians to keep this route. I strongly urge you not to eliminate the M4 bus line and reduce the route of the L2. I live at Connecticut & Brandywine NW. Most of my doctors are at Sibley Hospital. The only way I can get there is by riding the M4. Please don't eliminate it. As to the L2: Wisconsin Ave is well served by the 31, 33 and N2 buses. Conn Ave has only the L2. I know the L2 parallels the subway for some of its route but the subway isn't always running, especially on weekends when Metro does its track work. I don't have a car. Please don't make these cuts. They are very bad because now they are not working the connector must solve that problem they have with drivers. In Fairfax. The G2, D6 and D2 bus routes are integral to the Georgetown community and our ability to access the city and vice versa. Eliminating them be detrimental to a lively, moving DC. This is the second instance in recent years that I am providing feedback on Metro's proposals to severely cut Gerogetown off from public transportation routes. Every time, the community responds because so many of us do not have alternative modes of transportation. Metro is making a serious error in considering to eliminate the G2 line. This line serves as the only transit option for many people who live between Truxton Circle and Georgetown, getting around inadequate Metro rail service between these two places. I depend on the line to get to and from class in Georgetown, and I know many other students do as well. Please consider keeping the G2 line. Please maintain the G2 line. Thiday and saturdays If you do this change, you are screwing over all the staff, students, and faculty at Georgetown University. I don't know who proposed this, but they either have animosity towards the university or should be fired for ignorance/incompetence or both. DONT DO IT Please don't it's incredibly useful to low inc	Bus Service Fare Evasion/Safety/Crime Miscellaneous Rail Service Bus Service Bus Service Bus Service Bus Service Miscellaneous Bus Service

Comment	Category
Metro is beyond horrible!!! You want us to pay a fare for a bus that was 1. Not on time 15-30 mins late	
2. There's no ?operator? but you just seen them they decided to take a break when their the best bus	
3. No type of respect towards the passengers the bus operators are very disrespectful	Bus Service
I strongly urge that the G2 bus route remain in operation. This route is a lifeline for myself and other	
Georgetown University workers who cannot afford other forms of transportation. The Other route that serves Georgetown is on the far side of campus and would add almost an hour both ways to my already	
difficult commute.	
Please keep the G2, D6, and D2 lines. They are important to Georgetown students. Without those	Bus Service
buses and a metro rail stop nearby, there is literally no way to get to other parts of the city within a	
reasonable amount of time on a budget. Those options make the city as a whole more accessible.	Operating Budget, Management and Spending
just install a full fair gate so people can't jump the gates anymore. don't move costs onto people who	
have already been paying	Fares/Fees/Parking
PLEASE do not eliminate the G2 and nearby routes!!	Bus Service
I agree with the proposals for the benefit of all	Miscellaneous
Please do not eliminate the G2 bus to Georgetown University. Countless students rely on it for	
transportation to and from campus.	Bus Service
DO NOT GET RIDE OF THE G2 DO NOT GET RIDE OF THE D6 GEORGETOWN UNIVERSITY NEEDS THOSES	
BUSES	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital	
route for many individuals, businesses and families to access top employers in Montgomery County,	
the top-paying county in the State of Maryland. The T2 Metrobus is the only reliable public	
transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive	
benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA	
cuts service. Please consider all efforts to protect full T2 Metrobus for the many riders who require this	
service to get to work. Thank you for your time and consideration. Sincerely, Chris Tessone Silver	Bus Service
Hi, reduction in 52/54 service past Metro Center will make it much harder and more expensive for the	
large number of young federal employees who live in and around Columbia Heights to get to their	
workplaces. This is potentially hundreds if not thousands of critical federal employees who could be	
negatively impacted. We already struggle to attract and retain talent; I worry about the impact on	
mission-critical programs from changes like this that have a real adverse impact on quality of life and	
impose material economic costs on those who pursue public service. I would strongly encourage	
WMATA to reconsider this proposal.	Fares/Fees/Parking
I often use the D6 route to commute between Foxhall/Palisades and Georgetown/Dupont Circle. Under	
the newly proposed routes, there is no way to connect from Foxhall and/or Palisades to these	
locations. Of particular concern is the lack of a bus connection from these neighborhoods to the Metro	
if the service between Sibley hospital and Dupont Circle is stopped. Because of this, I would	
recommend the the western half of the D6 route be maintained under the new service changes.	Bus Service
The D6 Bus route is an essentially traversing the city and accessing critical points that cannot be	
reached by Metro. Absent these routes, one would need to drive or take uber, both expensive options	
that have serious impacts on the environment, traffic and equity. These are three issues that require	
improvement, not compounding affects.	Bus Service
Please don't eliminate key routes like the D2 and G2 which are essential for people to get around,	
especially in areas NOT served by metrorail.	Bus Service
I and many residents of Greenbelt depend on the G12 to access locations along Ridge Road, so	
eliminating the G12 would be detrimental to your customers. If someone misses the G14 to get to the	
Greenbelt Metro Station (GMS), currently we need to wait only about half an hour to catch a G12 to	
that same destination. If the G12 were eliminated, the G14 would be the only option to get to the	
GMS, and customers would need to wait an entire hour if they missed the G14, which happens often	
because drivers often arrive as much as 10 minutes early to bus stops. For me personally, I depend on	
the G12 to get from my home to the Greenbelt Animal Shelter, where I volunteer. If the G12 were	
eliminated, I would not be able to get to the Animal Shelter, thus denying me of a volunteer	
opportunity and the cats of a devoted animal lover. Regarding discontinuing weekend service for both	
the 83 and the 86, this is overkill, meaning both routes should not be eliminated on weekends. I often	
depend on the 83 or 86 to get from the College Park Metro Station to sporting events at the University	
of Maryland, so discontinuing these routes would mean that I, and probably many other fans, could	
not get to sporting events on the weekend. My recommendation is that WMATA raise fares as it has	
proposed, then see how doing this has helped its budget. Discontinuing routes that customers depend	
on should be the very last thing WMATA considers.	Operating Budget, Management and Spending
Maybe you guys wouldn?t be in financial trouble if you actually made people pay at the gates, instead	
of literally doing nothing when people jump the gate. (Seen firsthand at College Park-UMD, Fort Totten,	Operation Budget Measurement and Constitute
Silver Spring, and Forest Glen stations, but i?m sure it also happens elsewhere)	Operating Budget, Management and Spending
Will Metro do the MINIMUM and change the entries to the subway so that users STOP sneaking in without paying? I'm so sick and tired of seeing people pat pay. No wonder Metro has a deficit. This has	
without paying? I'm so sick and tired of seeing people not pay. No wonder Metro has a deficit. This has been going on for decades and Metro does pretty much NOTHING? Are you kidding me. Also, Metro	
failed to properly maintain the system and now using it is a nightmare because you never know what's	
working on not. You can't plan as a user.	Fare Evasion/Safety/Crime
The D2 and D6 bus are critical for two things that are very important to me. My daughter goes to DESA	
and the bus is the only way for her to get to school. I work at Georgetown hospital and commute by	
bus. Changing the bus routes would negatively impact patient care and access to that hospital.	Bus Service
I would like Metro to take in consideration for all of those elderly and handicapped individuals who are	
taking the bus and train. The cuts to the D2 in front of Georgetown Hospital would SEVERLY affect	
employees and our patients. Every day on the train I see fare hoppers and mainly the youth! It is unfair	
that those riders who are paying everyday have to pay the price. Stop the youth from riding on the	
train and the bus and you will see an increase in your budget and less crime among the youth!	Operating Budget, Management and Spending
please do not eliminate the D6 route. It's the only way I have to get to work at Georgetown Hospital on	
my night shifts. I dont have a car. Being able to take the D6 to and from work was the reason I was able	
to take this social work job. When I ride the bus in the evenings, it is always crowded. It is an essential	
cross-town bus.	Bus Service
I use the G 12 and the R 12buses to get from greenbelt 19 Ridge Rd. to the Greenbelt Metro Station. I	
would very much like to continue bus service from my address to the Greenbelt Metro Station.	Bus Service
Please do not discontinue the g2 bus. It?s the only way to get to the Georgetown main campus	Bus Service
I don't think they should increase the cost because many people are decimated	Fares/Fees/Parking
The d6 route to Georgetown university is my only reliable transport to getting to work everyday. There	
are no other metro buses or even metro trains to allow us to get to that side of dc. Please reconsider	
removing this stop because it will cause many employers to not get to work	Bus Service
Why are we getting so many cuts? This can really affect communities in DMV.	Miscellaneous
Hello, I am writing regarding the proposed service changes in eliminating the D6 metro bus. I think this	
idea needs to be reconsidered as patients and workers rely on this affordable Transportaion. This bus	
route covers 2 hospitals: Georgetown University Hospital and Sibley Hospital. This will make a huge	
negative impact in getting to and from work if these plans move forward.	Bus Service

Commont	Calenami
Comment	Category
This is the main transportation for many individuals in the area. Why would you eliminate transport	A discollar source
during this time of need? It is not logical. Thank you very much. Elimination of the N buses on the weekend along Cathedral Avenue will impact the ability of many	Miscellaneous
seniors to get to their appointments and destinations. Many people cannot walk up the steep hill to get	
to the buses on Wisconsin or Mass Aves to go downtown or to get to Metro at Tenleytown of	
Friendship Heights. This population is not likely to use bikeshare, scooters, or even ride shares (which	
are a whole other issue). Please don't take this valuable lifeline away.	Bus Service
Reducing service while increasing prices is not just. Why punish those that actually rely on your service?	
You will just drive paying customers away. Do not shut down stations. How will those displaced get to	
their destination when you are proposing at the same time to consolidate routes and have less	
frequent trips? The heart of DC, the livelihood of DC starts with reliable train service. If you shut the rail	
service early, how will people get to/from concerts, basketball games, hockey games, etc? God forbid	
the Wizards force a game into Overtime, but because you stop rail service at 10pm, that means	
everyone in the arena who rely on WMATA for transportation has to make the difficult choice of either	
being stranded downtown, or leave early and miss out. Why are the costs always being pushed to the	
consumer when it was not the consumer's fault that you are having a budgeting problem? How about	
you try innovative solutions. You like to wrap train cars for special occasions, why not offer ad space on	
the outside of a train? You could have several businesses advertise their businesses through a wrap on	
the outside of a train car like you do for buses. Or offering to run audio ads through the speaker system	
onboard the train? There are several avenues you could take to address the budgeting issue without	
raising prices or cutting service. Speaking of onboard the train, as you currently do for buses, you	
should display the current time. Nothing worse than being stuck on a train in a middle of an	
underground tunnel with no concept of time. Bring back the rush hour promise, hold yourselves	
accountable to provide better service. Explore automatic self-propelling trains during off-peak hours. Instead of the useless security in the orange vests at metro stations, and useless managers in the box	
that do nothing to prevent fare jumpers, put that budget towards allowing more frequent trains.	
Extend the yellow line to Ft Totten. Stopping the trains at Mt Vernon has done nothing but cause more	
delays. I still haven't heard what the reason was for that. Whatever it is, it is not working. Metro please	
try harder to save our service, and come up with solutions with the customer's best interest at heart,	
not the pockets of greedy CEOs.	Operating Budget, Management and Spending
Proposing to cut D6, G2, and D2 service lines from the metro bus is horrific. As a Registered Nurse living	
in DC and working in Georgetown without a car using public transportation for work (12 hour day and	
night shift) you would be removing EVERY public means of transportation for me to get to work. There	
is no Metro to Georgetown which already is difficult to navigate but to remove the metro buses would	
be catastrophic. It would leave me and many others with no choice to have to change jobs/hospital or	
consider leaving DC. Ride share is not an option due to expense and unreliability. DC is not a public	
transportation friendly city when compared to NYC but the Metro Buses help bridge the gap. Taking	
away all public transportation to a major hospital is absolutely atrocious and will have huge negative	
impact on so many individuals and businesses.	Bus Service
I am writing in regards to the proposal to eliminate the D2 Bus Line. Due to rising expenses to live in	
Washington DC, I made the decision to sell my car last year. Even with those savings, I am still living	
paycheck to paycheck. My current commute from Glover Park to my job in Herndon is 98 minutes one-	
way. The elimination of the D2 bus line would significantly increase an already extended commute. If	
Glover Park was to lose the D2 bus line and solely rely upon a 31/33 combination route, I would have no choice but to leave a neighborhood I have grown to love. Please reconsider cutting the D2 bus line.	Rus Sanisa
I rely on the D2 route to go to my job and provide income to my family. I routinely need to go to	Bus Service
Georgetown and DuPont from Glover Park, which is an area that WMATA only provides access to	
through the D2 bus. I do not have the car nor do I have the means to purchase a car. I rely on the D2.	
Please do not cut funding for this route.	Bus Service
Reducing the hours to close at 10 is shooting yourself in the foot! Most night time events go past 10PM.	
You'd be killing the already depleted businesses in downtown. This would include bars, restaurants,	
theaters and sporting events. I can speak for sporting events as I am a season ticket holder for both the	
Washington Capitals and the Washington Nationals. I take metro to work and then attend games. Even	
with pitch counts etc; games go past 10pm. With overtime, way past! NO HAVING OWNERS PAY FOR	
OVERTIME IS NOT AN OPTION BECAUSE THEIR LEAGUES FORBID THEM FROM DOING SO. WHO WILL	
WANT TO GO DOWNTOWN, IF YOU CAN'T ENJOY A NIGHT OUT AT AN EVENT!	Bus Service
The mayor would like to reduce car traffic, and made sure to add polls all over the roads to make DC	
non-drivable city, and forcing us DC resident to take public transportation or bikes. Most of us who rely	
on public transportation and are far from metro now are faced with prospective of not having basic	
way to get away around the city, go to school, go to work. The mayor is trying to remove work from	
home and at the same time you are reducing our mobility. Not everyone can afford a car (which became exorbitantly priced) or pay Uber or lift. This is true in Burlieth or Glover park	Pail Service
Eliminating the entire D2 shuts out a large portion of community especially elderly persons that will	Rail Service
have to walk up to a mile and up a hill to be connected to the closest bus line. Also, providing no direct	
access to DuPont circle cuts out valuable shopping opportunity	Bus Service
The elimination of the D2 and G2 bus lines would have severe implications for public transit in the	
Georgetown area, which already is hampered by a lack of a Metro stop. We should make it easier for	
residents to access public transit, not harder.	Bus Service
There are several metrobus and metrorail terminations that I say do not terminate. This was limited me	
so within the DC area. I don't use Uber or those services because they can add in cost. The Metro and	
Rail are reasonable. On your survey you ask How would this increase use of Metro or decrease in	
Metro. It didn't make sense when you totally depend on WMATA. If it is not there - I could pay for a cab	
some times but that cost would not be able to continue for all the places I depend on Metro to go	
everyday. A box should have WOULD You be Stuck. Please keep the services open. Think of ways to get	
riders to pay. Get VA, MD, DC to pay their part and get the riders to pay their part. I do understand the	
increase in fare. WMATA is providing a service. People pay for their cell phone service, utilities,	
mortgage etc. Why doesn't the logical hit in their heads that WMATA is a services pay your part. DO	Coming Levels
NOT TERMINATE any of those lines or cut time of night services to get to and fro work at least to	Service Levels
Please do not stop service to the D2 bus. It's the only public transportation we have in Glover Park and	
students use it extensively throughout the school week. Our community is mixed with students, young	
professionals and families. We otherwise have no way to reach the Metro line from Glover Park. I would not be able to commute to work and I will have to move. Thank you	Bus Service
My daughter attends Duke Ellington and we live in Cheverly, I work as a nurse. The only way she can	
get to school is the metro train and bus line. Not only does the increase affect us, I?m already strained	
financially, but cuts to the bus line would make it so she wouldn?t have a bus to get to school from the	
redline. How would I get her reasonably safely to and from school. Currently, she takes two buses and	
two trains to get to and from school.	Operating Budget, Management and Spending
If you eliminate the G12 bus route, I request that you modify the G14 route to cover the G12 stops.	Bus Service

Comment	Category
I recognize that Metro has financial challenges and needs to take measures to improve financial	
conditions. While I fully support Metro and its efforts to continue operations I am generally not in favor	
of service reductions except in cases where ridership has degraded to a level that reducing or	
eliminating some routes would have little or no impact to the community. Instead of service	
reductions, I believe Metro should provide better, more reliable, safer service and should do a better	
job collecting fares for all riders using the Metro system. As a regular Metro train and Metro bus rider I	
regularly see people of use the service but do not either pay or scan their Metro card. The new full- sized fare gates, where deployed, I assume have helped but these should be expanded to all stations.	
More proactive measures on Metro busses should also be taken. Metro should consider staffing busses	
with safety employees to monitor fare collection on busses with citation authority, as they do in many	
European cities. I assume that with the enhanced fare collection, Metro could pay for the employee,	
thereby creating more jobs and there would be an increase in overall fare revenue to fund operations. I	
also support a limited fare increase. Metro is a vital service to the citizens of the District and I believe	
driving increased ridership through more-available, more-reliable, safer services where all riders pay, is	
a better approach than the reduction of service. Thank you for the great and challenging public service	
you provide to our city and surrounding areas!	Operating Budget, Management and Spending
Hello! I am a student of Georgetown University and the G2 bus route is one of the few ways we are	
able to access the city. With no close metro stops, I?ve often relied on the G2 to get places. Please	
don?t eliminate the route!	Bus Service
I write this to express how vital the route of Metrobus T2 is for our community. This route is vital for	
many individuals, businesses and families for whom they may have access to main employers in	
Montgomery County, which is one of the highest salary counties in the state of Maryland. The	
Metrobus T2 is the only form of public transportation that is safe in the areas of Potomac and Bethesda, where many works offer distinguished and comprehensive benefits. My co -workers in	
Congressional Country Club run the risk of losing access to these works if Wmata cuts the service.	
Please are asked to consider any effort in order to protect the T2 Metrobus in their enterity for all users	
who need this service to reach their workplaces. Thanks for your time and consideration. Please, we	
	Bus Service
Please do not remove the D2 and D6, as many students from Duke Ellington School of the Arts use the	
routes to get from further parts of the city to school every single day. We already have problems with	
lateness due to how long our routes are, please don't make it worse. Some of us may not even be able	
to attend school if these routes are cut.	Bus Service
Terrible service, inaccurate timing, worthless.	Service Levels
Removing the D2 service would make cross-town metro access extremely difficult and would require	
instead a bus all the way to Foggy Bottom with a transfer to the Red Line (to do the same thing that the	
D2 offers). This would place Glover Park residents in a difficult place public transportation-wise. Cutting	
bus service into downtown (via 33/31 consolidation) would further impact commutes/other trips.	Bus Service
Bad service	Service Levels
Please consider keeping 22a and 22f bus routes through Fairlington, in Arlington VA. Even with service reduced this critical bus path takes many to the pentagon metro and keeps cars off the road. We need	
it weekdays for sure.	Bus Service
I hope that you will not eliminate the 96 bus which provides important connectivity between Jackson-	bus service
Reed HS, Woodly Park, Adams Morgan, and across the Potomac! It is a very long bus route. Maybe split	
it in two, but don't eliminate it. Also I would not like to see cuts to the 30 buses, which bring kids to the	
HS and home, including in the evenings after sports or other activities.	Bus Service
The proposed cuts to the D2 bus route would essentially cut off metro service to the residents in Glover	
Park, forcing people to drive or ride share adding more traffic to the already congested roads.	
Eliminating service entirely, instead of just cutting back service to rush hours and weekends, would	
hinder the ability of many folks to get to work or into downtown for commerce purposes on the	
weekend. If the city is committed to revitalizing downtown, cutting off service for a large proportion of	
people isn?t going to help.	Bus Service
D6 route is the only public transportation available to MedStar Georgetown University Hospital!!	
Eliminating this route will severely negatively impact our patients and employees!! Without metro train	
access, the bus is the only option for a vast majority of patients who are discharged throughout the day	
(and all hours of the night). Please consider keeping access to our hospital, or expanding metro train	
access	Bus Service
I?m against it. Please do not cut the D2 line Line work on it so, so heavily to live every portion of my life. I would rather nav	Miscellaneous
Please do not cut the D2 line I rely on it so, so heavily to live every portion of my life. I would rather pay	Fares/Fees/Parking
double the fare if it meant I could still have access to it. The proposed elimination of the G2, D2, D6, and the combination of the 31/33 routes is not a good	n arcon coon arking
idea. As a university student these routes are essential for helping me navigating the city and I, as well	
as many other students use them regularly.	Bus Service
counting to work is going to be difficult and expensive on weekends because those of us taking the	
Buse to work over the weekend will be paying more to come to work. We will be taking a taxi or Uber	
to work from Duppong circle. This might Couse me to look for another job.	Bus Service
Please return yellow line service north of Mt. Vernon. I live off of Ft. Totten and can no longer take a	
direct line to my job in Virginia or to the airport. Contrary to what Randy Clarke believes, people with	
small children like me do not want to transfer at Mt. Vernon to get on a crowded yellow line to get to	
the airport. I now drive to my job because of the hassle of the transfer. Reducing service is not	
?equitable? and please do not try to insult our intelligence by claiming that?s why you?re cutting	en tente de
service.	Service Levels
Please keep the M4 bus serving our community. The M4 bus is essential to livelihood of residents who go to place of business or come to support residents; seniors who travel to hospitals & doctors;	
go to place of business or come to support residents; seniors who travel to hospitals & doctors; students who travel to schools?to name a few! M4 service also reduces automobile traffic & air	Bus Service
Please don't cut the G12 bus service. I am low-income and disabled and rely on the bus to get to	
Greenbelt Metro to go to work. Also, consider selling the large busses that ply this route and replacing	
them with smaller hybrid or hydrogen powered buses. The large ones are often carrying one or two	
passengers and at most 30. They are never full. A lot of wasted capacity and fuel, plus a lot of air and	
noise pollution in the neighborhoods they pass through many times per day. Thank you for your careful	
consideration.	Bus Service
The d2 and the d6 buses are critical access points for MedStar Georgetown Hosptial. Elimination of	
these routes should be revisited. These routes are important for the health and safety of DMV	Bus Service
I have 3 kids who attend DC public schools and with this cut to the D2 my kids will not be able to get to	
school. In every other part of the US, the public school provides bus transportation to get kids to and	
from school. How is DCPS going to get the kids to school if WMATA cut bus service?	Bus Service
from school. How is DCPS going to get the kids to school if WMATA cut bus service? Please don?t Eli me Nate the D2 bus route. It?s hard enough to get around from Glover Park as it is!	Bus Service Bus Service
from school. How is DCPS going to get the kids to school if WMATA cut bus service? Please don?t Eli me Nate the D2 bus route. It?s hard enough to get around from Glover Park as it is! The G2 bus stop is very important for Georgetown students and service workers to reach the greater DC	
from school. How is DCPS going to get the kids to school if WMATA cut bus service? Please don?t Eli me Nate the D2 bus route. It?s hard enough to get around from Glover Park as it is! The G2 bus stop is very important for Georgetown students and service workers to reach the greater DC area. We are already somewhat isolated from metrobus and metrorail services, the G2 is the only	
from school. How is DCPS going to get the kids to school if WMATA cut bus service? Please don?t Eli me Nate the D2 bus route. It?s hard enough to get around from Glover Park as it is! The G2 bus stop is very important for Georgetown students and service workers to reach the greater DC	

Comment	Category
Glover Park is a neighborhood filled with working families and college students. By eliminating the D2	
bus route, you are cutting the connection from Glover Park to Du Pont Circle, where many people work	
and college students take internships. Yes, they could hop on the 33 bus and add a walk to their	
commute, but the 33 bus is usually overcrowded as is. Du Pont Circle is known for its vibrant night life,	
and by cutting the D2, you?re making it more difficult and potentially more dangerous for those college	
students and other young adults to get home safely after a night out, especially if they don?t have the means to order an Uber or Lyft. The D2 is also a direct link to a Metro station for residents from Glover	
Park, Georgetown, Burleith, and other surrounding areas. The D2 serves as a primary form of	
transportation to and from the many schools on the route for so many young people. Cutting this route	
would be a major inconvenience to hundreds of people.	Bus Service
My son and I take the D2 daily. With no local train you cannot take the bus away that gets us to DuPont	
and allows us access to the rest of the city. This is maddening. Taking bus service away will reduce city	
access even more!	Bus Service
I am a senior and have lived in Glover park since 1970?s. I use the D2 and D6. The elimination of these	
routes would be life changing for me. I would have to consider moving from my current home on 41	
Street. The bus is my only transportation. Limited mobility makes is extremely difficult to walk to	
Wisconsin avenue to use the 30 buses. Since I am on a fixed income, your proposed reduction of all bus	
lines will increase my fares. You are forcing DC residents to use the Metro and thus increase our cost.	
This creates issues for all low income individuals and retirees on fixed incomes. The elimation of the D2	
will leave the residents in the Glover Park community no easy access to transportation. We need to	
retain this last means of transportation for this area as you have eliminated all the other lines that previously served this community.	Bus Service
Please do not discontinue the D6 bus. Many Capitol Hill 5th-12th grade students ride the D6 to and	Bus service
from Basis DC Public Charter school. They would not have easy access to school without this line!	Bus Service
The Chevy Chase area has no M4 bus service on weekends. We need a weekend option so we won't	
have to drive. Also, the middle school and high school kids depend on the M4 for their way to school.	
There is no way cars for the schools can fit on the crowded roads - we need kids on the buses and	
parents/teens not driving. Tenleytown to Ct Ave is a nightmare right now and would be much worse if	
there were no bus service.	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
is the only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2	
Metrobus for the many riders who require this service to get to work, school, and other activities.	
Thank you for your time and consideration. Laurelie M. Wallace	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital	
route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2	
Metrobus for the many riders who require this service to get to work, school, and other activities.	
Thank you for your time and consideration.	Bus Service
M4 is a vital connection for the neighborhood north of Military and west of Rock Creek Park to	
Tennleytown. Almost every middle and high school student in the neighborhood takes that bus either	
going directly to Deale and Jackson Reed, or to connect with other bus or metro lines to other schools	
in the city. Adults also use this bus on a daily basis to get to work, doctors appointments and shopping.	
Additional route limitations for buses which cross Military and go down Nebraska would make this	
problem even worse. Leave our M4 bus alone!	Bus Service
I think that eliminating the d2 bus would degrade the quality of life in Glover Park since there is no	
metro nearby. It would negatively affect seniors (I am 84) and affect service help in my apartment	
building and others nearby. Many people are trying to live in the area without a car. This will cause	
more pollution. I would prefer higher bus fares. I am a native of Washington, DC but now I think	
remaining here was an unfortunate decision. My taxes are very high but necessary urban services such	Due Convice
as transportation are disappearing Eliminate or even reduce the M4 and E4?????? Are you kidding?? Why are you cutting out such a	Bus Service
large segment of the city from bus service? And how exactly are students going to get to/from school?	
The buses are full with kids!!! Please reconsider!	Bus Service
Please please donot cancel the M4. We need it! Others need it! Very very important to keep it!	Bus service
Do not cut the G2 route. I take this bus twice a day, every day, and it is the only way I can get to school	
via public transport. This is the only bus stop near Georgetown University, and the school?s employees	
and students depend on this bus to take them to and from work/school. This bus is ALWAYS packed	
and crowded coming from Georgetown in the evenings and to Georgetown in the mornings. It would	
be a complete and total failure of public service if you cut this bus route.	Bus Service
Why are you increasing the prices so much? DC is already one of the most expensive cities in the world,	
and the BUS is supposed to be a low cost public transit option. Changing the fare from \$2 to \$2.50 per	
ride makes an already ridiculously expensive option for the service you receive even more expensive.	
This is ridiculous	Bus Service
It is devastating to contemplate the elimination of the M4 route, which I depend on for getting to and	
from Friendship Heights for doctor's appointment and to catch the Metro. It is also very surprising and disappointing that no alternative service is planned to replace it. Likewise to see the D31-34 routes	
eliminated. I depend on Metrobuses on Military Road, going to and from Friendship Heights,	
Tenlevtown and Van Ness/UDC. I know budgets are tight, but PLEASE reconsider.	Operating Budget, Management and Spending
The M4 provides daily transportation to hundreds of kids in my neighborhood who use it to get to	operating outget, management and openang
school at Deal and Jackson Reede. How you could consider cutting a bus route that is the sole means of	
transportation for DCPS students is truly ridiculous. Unless the district plans to start providing school	
buses families will be completely out of options. This, plus the mayors massive budget cut feels like	
another blow to public school students	Operating Budget, Management and Spending
I want to voice my opposition to the city's plan to suspend the G2 route to Georgetown University. It is	
one of the few public transport options accessible in the neighbourhood and used by staff and	Bus Service
I live in McLean Gardens where it is a 20 minute walk to the nearest metro stops, so I rely heavily on	
the bus routes. I completely disagree with eliminating the 96 bus route. Similarly, by stopping weekend	
service of the N2, N4, and N6 bus routes, it will make it far more difficult and time consuming to get to	
Dupont on the weekend. Please reconsider these planned service changes.	Bus Service
The M4 is the only bus that serves the elderly in all the apartments buildings on upper Conn. Ave NW to	
get over to their doctors at Friendship Heights, as well as many students both grade school and American University. Leave the M4 bus as it is!	Bus Service
Please do not get rid of the M4 and E4 bus routes. I and my neighbors use both and need them to get	
to work and the doctor!!!! Thank you!!!	Bus Service
	1

Comment	Category
I am writing to express continued support for maintaining the T2 Metrobus route. This route is vital to many individuals, businesses as well as families. Given there is no viable subway option, deleting the T2	
Metrobus line would have an inequitable and discriminatory impact. Deleting the T2 Metrobus line	
would thwart the goals of inclusive living and working community, as those without car transportation	
would be foreclosed from living or working in the areas currently serviced by the T2 Metrobus line.	
Many resident of any affordable housing components added in future developments served by this	
route would essentially be stranded. The T2 Metrobus route is very important means of transportation	
for many employees served by businesses along this route. Each stop along the route is important;	
please preserve all of them. Thank you for you consideration.	Bus Service
I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus	
is the only reliable public transportation to this part of the County, which is critical for the County?s	
economy. This bus service is a crucial support for our area. Please consider all efforts to protect full T2	
Metrobus for the many riders who require this service to get to work, school, and other activities.	
Thank you for your time and consideration. This route is integral to the continuation of improved	
livelihood and lifestyles for many different people. Thank you.	Bus Service
Please do not eliminate the G2 metro stop to Georgetown University or Car Barn. This is a great route	
for visitors, staff, and students and its elimination would increase emissions and traffic throughout the	
area. Regarding elimination of route D6 - alternate is listed as taking metro from Dupont Circle to Stadium	Bus Service
Armor. What about the alternate from Sibley to Dupont? An alternated bus route must be developed	
for this portion. Perhaps D6 should just be shortened to cover this portion of the route.	Bus Service
The G@ bus route is one of the few public transportation line for employees of Georgetown University.	
There are no metro lines into Georgetown and few bus lines that drop off near campus. This would be a	
real blow as this is one of the areas largest employers. It wouldn't just affect students, it would also	
affect faculty and staff.	Bus Service
As a DCPS employee and DCPS parent of a student attending Duke Ellington School of the Arts, I would	
like to ask you to keep the bus lines traveling from Dupont Circle metro to Duke Ellington area (D2, D6	Due Camina
and G2) available for students and staff. My comments are divided into two parts - the problems that eliminating the D2 line will create, and a	Bus Service
suggestion for increasing revenues. In terms of the former, I live on 41st Street NW in Glover Park. As is	
the case for many in the area, my wife and I do not have a car. The D2 bus is THE bus that serves our	
building/neighborhood, which the current proposal will eliminate. The D2 bus connects us with	
Wisconsin Avenue and ultimately takes us to Dupont Circle, where we can connect with the Red Line.	
Without the D2, we would have a 6-block walk to Wisconsin Avenue to the 30-line buses, whose service	
the current proposal apparently will reduce. Walking to Wisconsin Avenue is not something that	
seniors in our neighborhood should doing, particularly in inclement weather. Please, DO NOT ELIMINTE	
THE D2 BUS LINE. In terms of suggestions, my wife and I have noticed that many individuals appear to	
be riding the buses for free. The word must be out that if you simply walk on the bus, the driver will not	
stop you and ask you to pay. I can understand drivers not wanting to be put in the role of driver/police officer, but there must be some other system to ensure collection of fares (e.g., turnstiles). It is hard to	
imagine people jumping a turnstile on a bus. It is not so hard to image this in a metro station, however.	
We have seen this many times. And recent efforts to make it more difficult for people to do this by	
enclosing some open spaces at the entry points in metro stations is far from perfect, as we continue to	
see individuals jumping barriers. FIX THIS PROBLEM! Roger Volkema 2520 41st Street NW, #5	Bus Service
The D2 route being taken from our neighborhood is outrageous. This is the only bus that gets us hard	
workers in the community to and from DuPont circle from the glover park neighborhood. This would	
effect our morning commutes drastically.	Bus Service
I would not be able to survive if you cut the D2, 33 AND 31 bus routes. I am completely dependent on	
these routes to go to work, school and be with family. Reduction in service will hurt all the wrong people.	Bus Service Service Levels
Parking fees should increase faster than fares.	Fares/Fees/Parking
Closing the D6 and D2 would be detrimental to several patients who require that bus to get to	
Georgetown Hospital and Sibley hospital for primary care and inpatient services. There absolutely	
needs to be an option for people to get to Georgetown so they can continue to receive healthcare.	Bus Service
Georgetown is already a difficult-to-reach neighborhood via public transit, cutting the the service	
routes in and out of Georgetown will have the unintended effect of further excluding residents of the	
District from access to the area.	Bus Service
Eliminating two of the most popular routes into Georgetown will force commuters to consider ride	
share or taking their private vehicles, neither of which is economical for commuters or healthy for the environment. As someone who frequently takes these routes during morning and evening rush hour,	
they are always packed. If service cuts are required, perhaps just run routes in the morning and	
afternoon/evening during rush hour.	Bus Service
stop fair evasion or open the gates for all to ride free It's stealing and it's taken too lightly even with	
the new equipment.	Fare Evasion/Safety/Crime
Cuts hurt all the groups that need it the most.	Miscellaneous
If the proposed Metrobus/Rail cuts are implemented, OUR ENTIRE NEIGHBORHOOD WILL HAVE NO BUS	
OR RAIL OPTIONS! HOW CAN METRO CALL ITSELF A TRANSPORTTION SYSTEM AND PROVIDE ZERO	Due Carrier
BUS/RAIL OPTIONS 24/7 356?	Bus Service
My kids can?t get to school without the M4 Please don?t cut the D2!! I use it everyday.	Bus Service Bus Service
Your general manager do not have the P99 or b97 shuttle bus on there to be eliminated that were all	
the unnecessary bus on the line and they bus operator drive the shuttle bus around metro employee	
have car that unacceptable we ride metro bus and rail and we ask the public do have cars at all	Bus Service
Critical for work. Taxis too expensive Am healthcare workers. Would hate to be forced to move states	
as no green option to get to work safely. Bike travel is still dangerous. See so many coming into the er	
after hit by a car or poor road maintenance	Fare Evasion/Safety/Crime
after hit by a car or poor road maintenance I am a Georgetown student. The G2 is vital for me to get to work and travel throughout DC. I am a low	Fare Evasion/Safety/Crime
after hit by a car or poor road maintenance I am a Georgetown student. The G2 is vital for me to get to work and travel throughout DC. I am a low income student and cutting the G2 route will impose a serious financial burden on myself and my	Fare Evasion/Safety/Crime
after hit by a car or poor road maintenance I am a Georgetown student. The G2 is vital for me to get to work and travel throughout DC. I am a low income student and cutting the G2 route will impose a serious financial burden on myself and my classmates. Even for those of us who don?t need to work or can afford other modes of transportation,	Fare Evasion/Safety/Crime
after hit by a car or poor road maintenance I am a Georgetown student. The G2 is vital for me to get to work and travel throughout DC. I am a low income student and cutting the G2 route will impose a serious financial burden on myself and my classmates. Even for those of us who don?t need to work or can afford other modes of transportation, the G2 is the only public transportation that visits our neighborhood. Students take the bus to travel	Fare Evasion/Safety/Crime
after hit by a car or poor road maintenance I am a Georgetown student. The G2 is vital for me to get to work and travel throughout DC. I am a low income student and cutting the G2 route will impose a serious financial burden on myself and my classmates. Even for those of us who don?t need to work or can afford other modes of transportation,	Fare Evasion/Safety/Crime
after hit by a car or poor road maintenance I am a Georgetown student. The G2 is vital for me to get to work and travel throughout DC. I am a low income student and cutting the G2 route will impose a serious financial burden on myself and my classmates. Even for those of us who don?t need to work or can afford other modes of transportation, the G2 is the only public transportation that visits our neighborhood. Students take the bus to travel throughout DC during the day, when we go out in the evenings, and on the weekends. Cutting the G2	Fare Evasion/Safety/Crime
after hit by a car or poor road maintenance I am a Georgetown student. The G2 is vital for me to get to work and travel throughout DC. I am a low income student and cutting the G2 route will impose a serious financial burden on myself and my classmates. Even for those of us who don?t need to work or can afford other modes of transportation, the G2 is the only public transportation that visits our neighborhood. Students take the bus to travel throughout DC during the day, when we go out in the evenings, and on the weekends. Cutting the G2 will isolate Georgetowns campus. We are a diverse community with lots of time to volunteer, work, and travel in DC. Cutting the G2 will take away from all the good us students can do and limit our exposure to the DC area. We are only here for 4 years and we want every opportunity to see the city.	Fare Evasion/Safety/Crime
after hit by a car or poor road maintenance I am a Georgetown student. The G2 is vital for me to get to work and travel throughout DC. I am a low income student and cutting the G2 route will impose a serious financial burden on myself and my classmates. Even for those of us who don?t need to work or can afford other modes of transportation, the G2 is the only public transportation that visits our neighborhood. Students take the bus to travel throughout DC during the day, when we go out in the evenings, and on the weekends. Cutting the G2 will isolate Georgetowns campus. We are a diverse community with lots of time to volunteer, work, and travel in DC. Cutting the G2 will take away from all the good us students can do and limit our exposure to the DC area. We are only here for 4 years and we want every opportunity to see the city. There is no metro station in Georgetown due to the snotty homeowners. Please don?t take away the	
after hit by a car or poor road maintenance I am a Georgetown student. The G2 is vital for me to get to work and travel throughout DC. I am a low income student and cutting the G2 route will impose a serious financial burden on myself and my classmates. Even for those of us who don't need to work or can afford other modes of transportation, the G2 is the only public transportation that visits our neighborhood. Students take the bus to travel throughout DC during the day, when we go out in the evenings, and on the weekends. Cutting the G2 will isolate Georgetowns campus. We are a diverse community with lots of time to volunteer, work, and travel in DC. Cutting the G2 will take away from all the good us students can do and limit our exposure to the DC area. We are only here for 4 years and we want every opportunity to see the city. There is no metro station in Georgetown due to the snotty homeowners. Please don't take away the only form of public transit we have access to. Thank you.	Fare Evasion/Safety/Crime Operating Budget, Management and Spending
after hit by a car or poor road maintenance I am a Georgetown student. The G2 is vital for me to get to work and travel throughout DC. I am a low income student and cutting the G2 route will impose a serious financial burden on myself and my classmates. Even for those of us who don't need to work or can afford other modes of transportation, the G2 is the only public transportation that visits our neighborhood. Students take the bus to travel throughout DC during the day, when we go out in the evenings, and on the weekends. Cutting the G2 will isolate Georgetowns campus. We are a diverse community with lots of time to volunteer, work, and travel in DC. Cutting the G2 will take away from all the good us students can do and limit our exposure to the DC area. We are only here for 4 years and we want every opportunity to see the city. There is no metro station in Georgetown due to the snotty homeowners. Please don?t take away the only form of public transit we have access to. Thank you.	
after hit by a car or poor road maintenance I am a Georgetown student. The G2 is vital for me to get to work and travel throughout DC. I am a low income student and cutting the G2 route will impose a serious financial burden on myself and my classmates. Even for those of us who don?t need to work or can afford other modes of transportation, the G2 is the only public transportation that visits our neighborhood. Students take the bus to travel throughout DC during the day, when we go out in the evenings, and on the weekends. Cutting the G2 will isolate Georgetowns campus. We are a diverse community with lots of time to volunteer, work, and travel in DC. Cutting the G2 will take away from all the good us students can do and limit our exposure to the DC area. We are only here for 4 years and we want every opportunity to see the city. There is no metro station in Georgetown due to the snotty homeowners. Please don?t take away the only form of public transit we have access to. Thank you.	

Comment	Category
I am writing express my support for full service on M4 and M6 routes. As an elderly person who will be	
depending on these routes, it will cause hardship if they are not operated with full service. Metro	
should be required to do an impact study to determine the effect upon the elderly and handicapped of	
curtailing service on these routes.	Bus Service
Metro needs to implement review of overtime to better manage abuse by (a noted small) portion of its	
workforce that bilks the system for 10s if not 100s of thousands of dollars.	Bus Service
I can live with the price increases to operate Metro but the service cuts would drastically reduce my	
time using Metro. I live in the far suburban area and the current Metro timetable is already pressing me	
with time restraints coming to and going to work. Additional wait times would definitely hamper my	
traveling times on Metro. I would most definitely move to Marc.	Bus Service
Don?t cut the hospital bus line d6	Bus Service
Please don?t cut G2 I?m a Georgetown student and that takes me right to school	Bus Service
Not having the 28A in Virginia after the strike with the 703 would leave NOVA to DC commuters	
(mornings and evenings) without a bus to get them to the metro station. Closing lines earlier on	
weekends would force me to choose Uber over metrobus or rail when I go out at night in D.C since ten	
pm is when most events start.	Bus Service
Maintenance and infrastructure. NO increase in administrative costs. Concentrate on the basics of	
maintenance and increase technology to identify weaknesses and vulnerabilities in the infrastructure.	
Recognize the contributions made by staff and employees.	Fares/Fees/Parking
We need our local bus service for shopping and other life activities.	Bus Service
The cut of 96 and changes to the 30 series would certainly adversely affect persons living in Wards 6, 7,	
and 8 who work in Wards 2,3,and 4. We need to support these residents.	Miscellaneous
Please keep the bus schedule of N2,N4,N6 as usual	Bus Service
I'd rather get cuts than pay more by far	Miscellaneous
I sincerely hope that Metro considers these proposed budget cuts. Your proposals completely impact	
the Georgetown University community. If the G2 service were to be unlimited, I have no idea how I	
would get to work. I have been relying on the G2 bus for the past 7 years. Please DO NOT get rid of the	
G2, that way we can keep our jobs and contribute to this city that is already rapidly declining with	
public transportation and safety of DC community members. If you will eliminate the G2 bus, then	
please provide a direct bus route from the Columbia Heights metro or Georgia/Petworth metro station	
DIRECTLY to the Georgetown University front gates. Thank you.	Operating Budget, Management and Spending
The G2 metrobus route is essential to the Georgetown University community, particularly staff, faculty,	
and graduate students who don't live in the Georgetown neighborhood like most of the	
undergraduates. Many people use this route to get to Georgetown University everyday, and eliminating	
it would drastically impact many people who rely on this service.	Bus Service
Please make Maryland and Virginia pay taxpayer dollars towards the budget, as they use the metro	
system as well!!!	Operating Budget, Management and Spending
Please do not get rid of the M4, N2, N4, N6, 31 and 33. Thousands of students use it daily and on the	
weekends in order to get to class and internships/jobs. It would be the worst decision to get rid of	
these lines because it would affect thousands of students negatively and prevent them from getting to	
class on time or getting to internships/jobs.	Bus Service
Keep the D6	Bus Service
Given that weekend ridership bounced back relatively better than weekday ridership, there should be	
consideration given when making any service changes. And it would be likely for weekend ridership to	
lincrease even more during the summer, when cuts are alleged to take place. Also there should be a	
increase even more during the summer, when cuts are alleged to take place. Also there should be a very reasonable balance with service cuts because availability is what helps for a transit system to	
very reasonable balance with service cuts because availability is what helps for a transit system to	
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed	Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild bc we would be paying more for significantly.	Bus Service Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed	
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild bc we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus	
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild bc we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell	Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild be we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!!	Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild be we would be paying more for significantly. Please do not eliminate the D2. I will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending toon !!! I live in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33	Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild be we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! I live in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the	Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild bc we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! I live in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I	Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild be we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! I live in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how I?ll get around the city on public transit without them. Please don?t make these	Bus Service Operating Budget, Management and Spending
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild bc we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! live in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how !?!! get around the city on public transit without them. Please don?t make these changes!	Bus Service Operating Budget, Management and Spending Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild be we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! I live in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how ?!!! get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family	Bus Service Operating Budget, Management and Spending Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild bc we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! I live in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how !?!! get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family We went from a promise to make buses free to increasing fare or cutting service. The proposed routes	Bus Service Operating Budget, Management and Spending Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild bc we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! I live in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how I?ll get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to be eliminated are the ONLY ways of transportation in my area. The only option left for me frankly is	Bus Service Operating Budget, Management and Spending Bus Service Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild bc we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! Ilive in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how !?!! get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to be eliminated are the ONLY ways of transportation in my area. The only option left for me frankly is to walk everywhere. Please reconsider, particularly D6, D2, G2, 33	Bus Service Operating Budget, Management and Spending Bus Service Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild bc we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! I live in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how ?!! get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to be eliminated are the ONLY ways of transportation in my area. The only option left for me frankly is to walk everywhere. Please reconsider, particularly D6, D2, G2, 33 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed.	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild bc we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! I live in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how !?!! get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to be eliminated are the ONLY ways of transportation in my area. The only option left for me frankly is to walk everywhere. Please reconsider, particularly D6, D2, G2, 33 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not do this!	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild bc we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! Ilive in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how !?!! get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family. We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to be eliminated are the ONLY ways of transportation in my area. The only option left for me frankly is to walk everywhere. Please reconsider, particularly D6, D2, G2, 33 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not do this! Metro should not meet their budget through service cuts or fare increases. How about instead - and I	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild bc we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! Ilive in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how I?ll get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to be eliminated are the ONLY ways of transportation in my area. The only option left for me frankly is to walk everywhere. Please reconsider, particularly D6, D2, G2, 33 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not do this! Metro should not meet their budget through service cuts or fare increases. How about instead - and I know this sounds crazy - taxing the multi billion dollar corporations making record profits in the area	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild bc we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! Ilive in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how! ?!! get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family. We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to be eliminated are the ONLY ways of transportation in my area. The only option left for me frankly is to walk everywhere. Please reconsider, particularly D6, D2, G2, 33 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not do this! Metro should not meet their budget through service cuts or fare increases. How about instead - and I know this sounds crazy - taxing the multi billion dollar corporations making record profits in the area fairly to pay for public infrastructure to increase business in the area?!? Oh no!! The billionaire shareholders will get 0.00001% less dividends this year! How will Jeff Bezos building HQ2 ever survive	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild bc we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! Ilive in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how I?II get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to be eliminated are the ONLY ways of transportation in my area. The only option left for me frankly is to walk everywhere. Please reconsider, particularly D6, D2, G2, 33 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not do this! Metro should not meet their budget through service cuts or fare increases. How about instead - and I know this sounds crazy - taxing the multi billion dollar corporations making record profits in the area fairly to pay for public infrastructure to increase business in the area?!? Oh nol The billionaire shareholders will get Acou001% less dividends this year! How will BE Bezos building HQ2 ever survive the winter! Jokes aside, I hope to see the shortfalls taken seriously by those in charge of metro's budget	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild be we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! Ilive in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how 1?ll get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to walk everywhere. Please reconsider, particularly D6, D2, G2, 33 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not do this! Metro should not meet their budget through service cuts or fare increases. How about instead - and I know this sounds crazy - taxing the multi billion dollar corporations making record profits in the area fairly to pay for public infrastructure to increase business in the area?!? Oh nol The billionaire shareholders will get 0.00001% less dividends this year! How will Jeff Bezos building HQ2 ever survive the winter! Jokes aside, I hope to see the shortfalls taken seriously by those in charge of metro's budget and taxation. It's unacceptable that the public has to pay for the cost for these changes while private	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild bc we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! Ilive in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how! ?!! get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family. We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to be eliminated are the ONLY ways of transportation in my area. The only option left for me frankly is to walk everywhere. Please reconsider, particularly D6, D2, G2, 33 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not do this! Metro should not meet their budget through service cuts or fare increases. How about instead - and I know this sounds crazy - taxing the multi billion dollar corporations making record profits in the area fairly to pay for public infrastructure to increase business in the area?!? Oh no! The billionaire shareholders will get 0.00001% less dividends this year! How will Jeff Bezos building HQ2 ever survive the winter! Jokes aside, I hope to see the shortfalls taken seriously by those in charge of metro's budget and taxation. It's unacceptable that the public has to pay for the cost for these changes while private companies squeeze	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild be we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! Ilive in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how 1?ll get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to walk everywhere. Please reconsider, particularly D6, D2, G2, 33 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not do this! Metro should not meet their budget through service cuts or fare increases. How about instead - and I know this sounds crazy - taxing the multi billion dollar corporations making record profits in the area fairly to pay for public infrastructure to increase business in the area?!? Oh nol The billionaire shareholders will get 0.00001% less dividends this year! How will Jeff Bezos building HQ2 ever survive the winter! Jokes aside, I hope to see the shortfalls taken seriously by those in charge of metro's budget and taxation. It's unacceptable that the public has to pay for the cost for these changes while private	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild bc we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! Ilive in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how l?ll get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family. We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to be eliminated are the ONLY ways of transportation in my area. The only option left for me frankly is to walk everywhere. Please reconsider, particularly D6, D2, G2, 33 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not do this! Metro should not meet their budget through service cuts or fare increases. How about instead - and I know this sounds crazy - taxing the multi billion dollar corporations making record profits in the area fairly to pay for public infrastructure to increase business in the area?! On ol The billionaire shareholders will get 0.00001% less dividends this year! How will Jeff Bezos building HQ2 ever survive the winter! Jokes aside, I hope to see the shortfalls taken seriously by those in charge of metro's budget and taxation. It's unacceptable that the public has to pay for the cost for these changes while private companies squeeze ou	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild be we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! I live in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how I?!! get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to walk everywhere. Please reconsider, particularly D6, D2, G2, 33 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not do this! Metro should not meet their budget through service cuts or fare increases. How about instead - and I know this sounds crazy - taxing the multi billion dollar corporations making record profits in the area fairly to pay for public infrastructure to increase business in the area?!? Oh no! The billionaire shareholders will get 0.0001% less dividends this year! How will Jeff Bezos building HQ2 ever survive the winter! Jokes aside, I hope to see the shortfalls taken seriously by tose in charge of metro's budget companies squeeze our infrastructure dry. I moved to DC electively from New York City; no job or family choice, just liked the city and its pace and accessibility. I chose a neighborhood with frequent and broad bus service. This has been consistently	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild bc we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! Ilive in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how l?ll get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family. We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to be eliminated are the ONLY ways of transportation in my area. The only option left for me frankly is to walk everywhere. Please reconsider, particularly D6, D2, G2, 33 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not do this! Metro should not meet their budget through service cuts or fare increases. How about instead - and I know this sounds crazy - taxing the multi billion dollar corporations making record profits in the area fairly to pay for public infrastructure to increase business in the area?!? Oh nol The billionaire to marce busines is under area? Ploa of ot buis! I moved to DC electively from New York City; no job or family choice, just liked the city and its pace and accessibility. I chose a neighborhood with frequent and broa bus service. This has been consistently threatened in these last years of my actually living here and ' my got in sprice'? A lot of eledrl	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild be we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! Ilive in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how I?II get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to be eliminated are the ONLY ways of transportation in my area. The only option left for me frankly is to walk everywhere. Please reconsider, particularly D6, D2, G2, 33 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not do this! Metro should not meet their budget through service cuts or fare increases. How about instead - and I know this sounds crazy - taxing the multi billion dollar corporations making record profits in the area fairly to pay for public infrastructure to increase business in the area?!? Oh no! The billionaire shareholders will get 0.00001% less dividends this yeare! How will eff Bezos building HQ2 ever survive the winter! Jokes aside, I hope to see the shortfalls taken seriously by those in charge of metro's budget and taxation. It's unacceptable that the public has to pay for the cost for these changes while private companies squeeze our infrastructure dry.	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild be we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! Ilive in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how I?ll get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to walk everywhere. Please reconsider, particularly D6, D2, C2, 33 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not do this! Metro should not meet their budget through service cuts or fare increases. How about instead - and I know this sounds crazy - taxing the multi billion dollar corporations making record profits in the area fairly to pay for public infrastructure to increase business in the area?!? Oh nol The billionaire shareholders will get 0.00001% less dividends this year! How will Jeff Bezos examples supueze our infrastructure dry. I moved to DC electively from New York City; no job or family choice, just liked the city and its pace and accessibility. I chose a neighborhood with frequent and broad bus service. This has been consistently threatened in these last years of my actually living here and I'm getting pretty sick of it. When will you stop seeing NW DC - Cathed	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild be we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! I live in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how Rill get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to walk everywhere. Please reconsider, particularly D6, D2, C2, 23 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not do this! Metro should not meet their budget through service cuts or fare increases. How about instead - and I know this sounds crazy - taxing the multi billion dollar corporations making record profits in the area fairly to pay for public infrastructure to increase business in the area?!? Oh no! The billionaire shareholders will get 0.0001% less dividends this year! How will Jeff Bezos building HQ2 ever survive the winter! Jokes aside, I hope to see the shortfalls taken seriously by tose in charge of metro's budget and taxation. It's unacceptable that the public has to pay for the cost for these changes while private companies squeeze our infrastructure dry. I moved to DC electively from New York City; no job or family choice, just liked the city and its pace an	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild bc we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! Ilive in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how I?!! get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family. We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to be eliminated are the ONLY ways of transportation in my area. The only option left for me frankly is to walk everywhere. Please reconsider, particularly D6, D2, G2, 33 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not do this! Metro should not meet their budget through service cuts or fare increases. How about instead - and I know this sounds crazy - taxing the multi billion dollar corporations making record profits in the area fairly to pay for public infrastructure to increase business in the area?! On no! The billionaire unvive the winter! Jokes aside, I hope to see the shortfalls taken seriously by those in charge of metro's budget and taxation. It's unacceptable that the public has to pay for the cost for these changes while private companies squeeze our infrastructure dry. I moved to DC electively from New York City; no job or family choice, just liked the city and it	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild be we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on 1!! Ilive in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how 1?!! get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to be eliminated are the ONLY ways of transportation in my area. The only option left for me frankly is to walk everywhere. Please reconsider, particularly D6, D2, G2, 33 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not do this! Metro should not meet their budget through service cuts or fare increases. How about instead - and I know this sounds crazy - taxing the multi billion dollar corporations making record profits in the area fairly to pay for public infrastructure to increase business in the area?!? Oh not The billionaire shareholders will get 0.00001% less dividends this year! How will Jeff Bezos building HQ2 ever survive the winter! Jokes aside, I hope to see the shortfalls taken seriously by those in charge of metro's budget and taxation. It's unacceptable that the public has to pay for the cost for these changes while private companies squeeze our infrastructure dry.	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild be we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! Ilive in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how 1?!! get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to walk everywhere. Please reconsider, particularly D6, D2, G2, 33 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not d ot this! Metro should not meet their budget through service cuts or fare increases. How about instead - and I know this sounds crazy - taxing the multi billion dollar corporations making record profits in the area fairly to pay for public infrastructure to increase business in the area?!? Oh no! The billionaire shareholders will get 0.00001% less dividends this year! How will Jeff Bezos building HQ2 ever survive the winter! Lokes aside, I hope to see the shortfalls taken seriously by those in charge of metro's budget and taxation. It's unacceptable that the public has to pay for the cost for these changes while private companies squeeze our infrastructure dry. I moved to DC electively from New York City; no job or family choice, just liked the city and its pace	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Operating Budget, Management and Spending
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild bc we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!!! live in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how !?!! get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family. We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to be eliminated are the ONLY ways of transportation in my area. The only option left for me frankly is to walk everywhere. Please reconsider, particularly D6, D2, G2, 33 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not do this! Metro should not meet their budget through service cuts or fare increases. How about instead - and I know this sounds crazy - taxing the multi billion dollar corporations making record profits in the area fairly to pay for public infrastructure to increase business in the area?!? Oh nol The billionaire to empany actuation. It's yaced and taxtion. It's unacceptable that the public has to pay for the cost for these changes while private companies squeeze our infrastructure dry. I moved to DC electively from New York City; no job or family choice, just liked the city and its pace and accessibility. I chose a neighborhood with frequent and broas beveice.	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild bc we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! Ilive in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how l?ll get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family. We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to be eliminated are the ONLY ways of transportation in my area. The only option left for me frankly is to walk everywhere. Please reconsider, particularly D6, D2, G2, 33 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not do this! Metro should not meet their budget through service cuts or fare increases. How about instead - and I know this sounds crazy - taxing the multi billion dollar corporations making record profits in the area fairly to pay for public infrastructure to increase business in the area?[70 ho 1The billionaire shareholders will get 0.00001% less dividends this year! How will Jeff Bezos building HQ2 ever survive the winter! Jokes aside, I hope to see the shortfalls taken seriously by those in charge of metro's budget and taxation. It's unacceptable that the public has to pay for the cost for these changes while private companies squeeze our infrastructure dry. I	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Operating Budget, Management and Spending
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild bc we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! Ilive in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how I?ll get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to be eliminated are the ONLY ways of transportation in my area. The only option left for me frankly is to walk everywhere. Please reconsider, particularly D6, D2, G2, 33 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not do this! Metro should not meet their budget through service cuts or fare increases. How about instead - and I know this sounds crazy - taxing the multi billion dollar corporations making record profits in the area fairly to pay for public infrastructure to increase business in the area?!? Oh nol The billionaire shareholders will get 0.00001% less dividends this year! How will Jeff Bezos building HQ2 ever survive the winter! Jokes aside, I hope to see the shortfalls taken seriously by those in charge of metro's budget and taxation. It's unacceptable that the public has to pay for the cost for these changes while private companies squeeze our infrastructure dry.	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Operating Budget, Management and Spending
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild bc we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!!! live in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how! ?!! get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family. We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to be eliminated are the ONLY ways of transportation in my area. The only option left for me frankly is to walk everywhere. Please reconsider, particularly D6, D2, G2, 33 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not do this! Metro should not meet their budget through service cuts or fare increases. How about instead - and I know this sounds crazy - taxing the multi billion dollar corporations making record profits in the area fairly to pay for public infrastructure to increase busies in the area?!? Oh no 11 the billionaire shareholders will get 0.00001% less dividends this year! How will leff Bezos building HQ2 ever survive the winter! Jokes aside, I hope to see the shortfalls taken seriously by those in charge of metro's budget and taxation. It's unacceptable that the public has to pay for the cost for these changes while private companies squeeze our infrastructure dry.	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild bc we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!!! live in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how I?!! get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family. We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to be eliminated are the ONLY ways of transportation in my area. The only option left for me frankly is to walk everywhere. Please reconsider, particularly D6, D2, G2, 33 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not do this! Metro should not meet their budget through service cuts or fare increases. How about instead - and I know this sounds crazy - taxing the multi billion dollar corporations making record profits in the area fairly to pay for public infrastructure to increase business in the area?!? On no! The billionaire dompate dow and the public has to pay for the cost for these changes while private companies squeeze our infrastructure dry. I moved to DC electively from New York City; no job or family choice, just liked the city and its pace and accessibility. I chose a neighborhood with frequent and broas bervice. This has been consistently threatened in these last	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Operating Budget, Management and Spending
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild be we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on 1!! Ilive in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how 1?!! get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to be eliminated are the ONLY ways of transportation in my area. The only option left for me frankly is to walk everywhere. Please reconsider, particularly D6, D2, G2, 33 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not do this! Metro should not meet their budget through service cuts or fare increases. How about instead - and I know this sounds crazy - taxing the multi billion dollar corporations making record profits in the area fairly to pay for public infrastructure to increase business in the area?!? Oh no! The billionaire shareholders will get 0.00001% less dividends this year! How will Jeff Bezos building HQ2 ever survive the vinter! Jokes aside, I hope to see the shortfalls taken seriously by tose in charge of metro's budget ant endire. It was captable that the public has to pay for the cost for these changes while private companies squeeze our infrastructure dry. I mov	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild be we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!! Ilive in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how 1?!! get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to walk everywhere. Please reconsider, particularly D6, D2, G2, 33 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not do this! Metro should not meet their budget through service cuts or fare increases. How about instead - and I know this sounds crazy - taxing the multi billion dollar corporations making record profits in the area fairly to pay for public infrastructure to increase business in the area?!? Oh no! The billionaire shareholders will get 0.00001% less dividends this year! How will Jeff Bezos building HQ2 ever survive the winter! Jokes aside, I hope to see the shortfalls taken seriously by those in charge of metro's budget and taxation. It's unacceptable that the public has to pay for the cost for these changes while private companies squeeze our infrastructure dry. I moved to DC electively from New York City; no job or family choice, just liked the city and its pace a	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild bc we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!!! live in an area without a Metro stop, and buses are the primary public transit for me! The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don?t know how l?ll get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family. We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to be eliminated are the ONLY ways of transportation in my area. The only option left for me frankly is to walk everywhere. Please reconsider, particularly D6, D2, G2, 33 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not do this! Metro should not meet their budget through service cuts or fare increases. How about instead - and I know this sounds crazy - taxing the multi billion dollar corporations making record profits in the area fairly to pay for public infrastructure to increase business in the area?!? Oh nol The billionaire to companies squeeze our infrastructure dry. I moved to DC electively from New York City; no job or family choice, just liked the city and its pace and accessibility. I chose a neighborhood with frequent and broad bus service. This has been consistently threatened in these last years of my actually living here and l'm getting pretty sick of it. When wil	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild be we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more money!!! Give metro rail more money!!! Good GOD show me the budget and tell me what you?re spending it on !!!! Ilive in an area without a Metro stop, and buses are the primary public transit for mel The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area.1 Gon?t know how!?!! get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to be eliminated are the ONLY ways of transportation in my area. The only option left for me frankly is to walk everywhere. Please reconsider, particularly D6, D2, G2, 33 Metro should not meet their budget through service cuts or fare increases. How about instead - and I know this sounds crazy - taxing the multi billion dollar corporations making record profits in the area fairly to pay for public infrastructure to increase business in the area?!? Oh nol The billionaire shareholders will get 0.0001% less dividends this year! How will Jeff Bezos building HQ2 ever survive the winter! Jokes aside, I hope to see the shortfalls taken seriously by those in charge of metro's budget and taxation. It's unacceptable that the public has to pay for the cost for these changes while private companies squeeze our infrastructure dry. I mowed to DC electively from New York City; no job or family choice, just liked the city and its pace and accessibility. I chose a	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service Bus Service
very reasonable balance with service cuts because availability is what helps for a transit system to survive. Decreasing availability discourages both users and potential users. Furthermore, the proposed fare increases are slightly wild be we would be paying more for significantly. Please do not eliminate the D2.1 will no longer be able to get my children to school easily by bus Give metrobus more moneyl!! Give metro rail more moneyl!! Good GOD show me the budget and tell me what you?re spending it on 1!! I live in an area without a Metro stop, and buses are the primary public transit for mel The 31 and 33 can bring me to work or downtown. The 96 gets me across the city. The N2, N4, and N6 get me to the DuPont area. If these are eliminated or decreased, there will be barely any public transit in my area. I don't know how 1?!! get around the city on public transit without them. Please don?t make these changes! D6 bus helps me live and work in DC and provide for my family. We went from a promise to make buses free to increasing fare or cutting service. The proposed routes to be eliminated are the ONLY ways of transportation in my area. The only option left for me frankly is to walk everywhere. Please reconsider, particularly D6, D2, G2, 33 The L8 is a fantastic line it directly connects Wheaton and Kensington with DC. It is consistently packed. Please do not do this! Metro should not meet their budget through service cuts or fare increases. How about instead - and I know this sounds crazy - taxing the mult billion dollar corporations making record profits in the area fairly to pay for public infrastructure to increase business in the area?!? Oh no! The billionaire shareholders will get 0.00001% less dividends this year! How will Jeff Bezos building HQ2 ever survive the winter! Jokes aside, I hope to see the shortfalls taken seriously by those in charge of metro's budget and tops of public transit and you keep telling me my neighborhood doesn't matter. NO 6 on the weekends? On the major Mass Ave conduit? Red	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending

Comment	Category
All things considered, I would prefer fare increases to service cuts. WMATA should not do both and	
should not cut service. As it is, early bird parking in downtown DC is available for as low as \$15/day. I believe that increasing fares and decreasing service would lead many more people to drive to work,	
leading to further budget difficulties for WMATA. Separately, please do not close Forest Glen or	
decrease service to stations beyond Silver Spring.	Operating Budget, Management and Spending
You are cutting off bus access to a vital thoroughfare in the city with the proposed bus cuts. I work a 9	
to 5 and rely on those buses to commute between two different job sites. Other buses I use for errands	
(I live near Howard U). This will not be useful to the thousands of citizens who live in that area and rely	
on the bus!	Bus Service
25% fare increase if 8 times the annual inflation rate. Unconscionable. Irresponsible.	Fares/Fees/Parking
I take the bus rides quite often these days. I can say that about 70% of the costumers do not pay for their rides. They just pass a driver. It depends a bit on a route in the city. Often card readers (dont know	
the name of the machine) on board of buses do not work. I am not in a position to judge if people are	
not able to afford the fare or they just do not care because it is so easy to get away with it but it creates	
a culture of complete indifference toward the rules. Would WMATA collect more money if the fare is \$	
0.75 and is somehow enforced (with subsidy for students, seniors, kids and people under poverty level)	
than now and even higher fare in the future?	Bus Service
My family relies heavily on the 96 bus for doctor's and dentists appointments in two different	
neighborhoods, and trips to the U St. corridor, Adams Morgan, and the northern Dupont Circle area for	
entertainment and dining. The bus route is from our perspective a unique route that crosses over	
several major arterial streets and enables our transportation in ways that others don't. Please retain this valuable route.	Bus Service
My wife and I are aged 75 & 76. We use the M4 and E4 on average 5-6 times per week and the 62 and	
54 once or twice a week. Eliminating these services will affect our quality of life and ability to access	
retail (shops) and recreational (Takoma Aquatic Center) facilities.	Bus Service
Have to make sure to prevent stall jumpers.	Miscellaneous
Along with reasonable fare increases, contine efforts to increase local government subsidies, address	
turnstile jumpers, speed up public transit (where possible, lanes dedicated to buses, taxis, Uber etc). I	
use Metro bus and rail frequently instead of driving, let?s keep giving others reasons to leave their cars	Due Comine
at home. Stop expanding Metro rail and address the needs of hsers who only have access to Metro Bus for work,	Bus Service
stop expanding metro rail and address the needs of nsers who only have access to metro bus for work, medical appointments and to maintain quality of life!!!!	Bus Service
Living in Glover Park, there is already limited public transportation given the lack of metro access. The	
metrobus service is critical for myself and most other Glover Park residents to commute and travel to	
other parts of the city, as well as parts of Maryland and Virginia. While I'm sure budget cuts are	
necessary in some areas, it would be extremely unfair to Glover Park residents to cut services (or	
increase prices, but under the circumstances increased fares would be better than services cut). If	
anything, this part of Washington DC requires increased services to account for the lack of metro	
access. Thank you so much for your consideration!	Operating Budget, Management and Spending
I am concerned about decay of station infrastructure and overall safety and quality of station maintenance, at stations such as Rockville. I have only observed this station in particular, so I can?t	
speak to others, but at this station I routinely see public misbehavior, have experienced theft (stolen	
bicycle wheel), and fear that the building itself is not in good structural condition, which could affect	
the safety of the passengers in the future. The sidewalk lights are often out. So I ask WMATA to make a	
thorough assessment of both short term issues (keeping stations clean and properly lit, ensuring safety	
of passengers), as well as long term (performing detailed building and infrastructure conditions	
assessments in order to determine and prioritize repairs).	Fare Evasion/Safety/Crime
Service cuts or fare increases is not a real choice. DC, MD, VA, and the federal government need to fund	
Metro so that it provides optimal service. And Metro workers deserve the salary and benefits to keep	
the system running. It is not fair that workers have to endure salary freezes when they keep Metro running. It is ridiculous that every year, customers are presented with this fake choice of fare increases	
or service cuts and threatened with service cuts. This is no way to run a transit system.	Bus Service
WHAT IS WRONG WITH YOU CUTTING THE 1C AND 2B?	Miscellaneous
As a rider I have no idea of the ridership upon which you make these proposed decisions so the survey	
is guess work. Access to safe, efficient, frequent service is what would allow me to give up my car and	
use metro. It is already not adequate so any negative changes to service, or increase in prices without	
improving service defeats the option of using the metro for anything other than an occasional trip to	
DC events	Service Levels
As a senior the MS is a lifeline for my travel. In general, I find the proposed bus system changes	
regressive as they affect those with the feest alternatives and greatest need (e.g. shift employees, seniors, etc.)	Bus Service
It is cheaper to use the car and pollute than taking the subway for two or more. Lousy service and	
expensive.	Rail Service
Service people use the buses - eliminating these buses hurts the less fortunate in our society.	Bus Service
the 63 bus provide an important service between Takoma and Petworth and the downtown area.	
Without these buses, that trip would require 2 transfers. The buses go by many schools including	
Coolidge/Wells/Whittier, Barnard, Roosevelt/McFarland, and probably others, and help connect these	Due Comise
schools to the wider community. Please reconsider the proposed cuts to the 63 bus! It seems like Metro is attempting to curtail public transportation access to many of the area's university	Bus Service
campuses and workers commuting from the suburbs. Eliminating entire routes will prevent people	
from attempting to use public transportation and is disadvantaging those individuals without access to	
a personal vehicle. We should be aiming to constantly add more routes and connect more lines to	
provide commuters with access to all areas of the region with public transportation.	Bus Service
Eliminating or curtailing service in the nw region would only encourage people to use their cars more.	
In a more affluent neighborhood users have more choices if the transit service is not convenient and	
they will exercise it making the traffic, parking and the environmental issues even worse. For those	
coming into the region their commutes would become longer and more complicated penalizing those with no other transportation options who are trying to access jobs and other services.	Fares/Fees/Parking
Please dont cut the N2/N4/N6 or 31/33 service in any capacity I need them :(Bus Service
Please bring back the D1 route, possibly instead of the D2 route.	Bus Service
Do not close the Forest Glen station!	Rail Service
Public transit is essential, especially to marginalized communities. Cutting service would be a huge	
mistake.	Service Levels
Please do whatever you have to do to get the right budget so many people in the DMV rely on you and	
we love you. Shame on the people in charge not providing enough \$ to keep a good thing going	Operating Budget, Management and Spending
the d6 and d2 buses are essential to commuting out of the Georgetown (and surrounding parts) due to	
lack of Metrorail access. many essential workers use this route for their transportation to the hospital and it would not benefit staffing shortages, it would hurt them even more.	Bus Service
The Metro is an important institution in this city and probably the single biggest force against car	
traffic. Without the metro the city would die. Let working class people get to work for free.	Fare Evasion/Safety/Crime
· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·

Comment Category Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration. Bus Service The point of Metro is not to make money it's to make DC livable. This isn't y'all's fault, but you can't slash service and expect the fiscal problems to go away. Waiting longer for trains or having less convenient bus routes will only DECREASE ridership in the long run, and you'll be at the same cliff again. Personally, I don't care at all if Metro is in debt. Bowser was going to give \$500 million to Ted Leonsis, surely we can muster up some money to save Metro. You cannot cut your way out of a customer problem. If metro had BETTER service, cleaner systems, safer rides, and was designed to move people around DC and not just commuters into and out of DC, it would retain customers. But that's not fixable in the short term. I'm saying you should NOT cut service because that will only exacerbate your ridership problem. Think of the other goals Vision 0 for traific deaths, reducing the area's carbon footprint, reviving downtown, attracting new businesses. All of those require a good	
get to work. Thank you for your time and consideration. Bus Service The point of Metro is not to make money it's to make DC livable. This isn't y'all's fault, but you can't slash service and expect the fiscal problems to go away. Waiting longer for trains or having less convenient bus routes will only DECREASE ridership in the long run, and you'll be at the same cliff again. Personally, I don't care at all if Metro is in debt. Bowser was going to give \$500 million to Ted Leonsis, surely we can muster up some money to save Metro. You cannot cut your way out of a customer problem. If metro had BETTER service, cleaner systems, safer rides, and was designed to move people around DC and not just commuters into and out of DC, it would retain customers. But that's not fixable in the short term. I'm saying you should NOT cut service because that will only exacerbate your ridership problem. Think of the other goals Vision 0 for traffic deaths, reducing the vision 0 for traffic deaths, reducing the	
The point of Metro is not to make money it's to make DC livable. This isn't y'all's fault, but you can't slash service and expect the fiscal problems to go away. Waiting longer for trains or having less convenient bus routes will only DECREASE ridership in the long run, and you'll be at the same cliff again. Personally, I don't care at all if Metro is in debt. Bowser was going to give \$500 million to Ted Leonsis, surely we can muster up some money to save Metro. You cannot cut your way out of a customer problem. If metro had BETTER service, cleaner systems, safer rides, and was designed to move people around DC and not just commuters into and out of DC, it would retain customers. But that's not fixable in the short term. I'm saying you should NOT cut service because that will only exacerbate your ridership problem. Think of the other goals Vision 0 for traffic deaths, reducing the	
slash service and expect the fiscal problems to go away. Waiting longer for trains or having less convenient bus routes will only DECREASE ridership in the long run, and you'll be at the same cliff again. Personally, I don't care at all if Metro is in debt. Bowser was going to give \$500 million to Ted Leonsis, surely we can muster up some money to save Metro. You cannot cut your way out of a customer problem. If metro had BETTER service, cleaner systems, safer rides, and was designed to move people around DC and not just commuters into and out of DC, it would retain customers. But that's not fixable in the short term. I'm saying you should NOT cut service because that will only exacerbate your ridership problem. Think of the other goals Vision O for traffic deaths, reducing the	
convenient bus routes will only DECREASE ridership in the long run, and you'll be at the same cliff again. Personally, I don't care at all if Metro is in debt. Bowser was going to give \$500 million to Ted Leonsis, surely we can muster up some money to save Metro. You cannot cut your way out of a customer problem. If metro had BETTER service, cleaner systems, safer rides, and was designed to move people around DC and not just commuters into and out of DC, it would retain customers. But that's not fixable in the short term. I'm saying you should NOT cut service because that will only exacerbate your ridership problem. Think of the other goals Vision 0 for traffic deaths, reducing the	
again. Personally, I don't care at all if Metro is in debt. Bowser was going to give \$500 million to Ted Leonsis, surely we can muster up some money to save Metro. You cannot cut your way out of a customer problem. If metro had BETTER service, cleaner systems, safer rides, and was designed to move people around DC and not just commuters into and out of DC, it would retain customers. But that's not fixable in the short term. I'm saying you should NOT cut service because that will only exacerbate your ridership problem. Think of the other goals Vision 0 for traffic deaths, reducing the	
Leonsis, surely we can muster up some money to save Metro. You cannot cut your way out of a customer problem. If metro had BETTER service, cleaner systems, safer rides, and was designed to move people around DC and not just commuters into and out of DC, it would retain customers. But that's not fixable in the short term. I'm saying you should NOT cut service because that will only exacerbate your ridership problem. Think of the other goals Vision 0 for traffic deaths, reducing the	
customer problem. If metro had BETTER service, cleaner systems, safer rides, and was designed to move people around DC and not just commuters into and out of DC, it would retain customers. But that's not fixable in the short term. I'm saying you should NOT cut service because that will only exacerbate your ridership problem. Think of the other goals Vision 0 for traffic deaths, reducing the	
move people around DC and not just commuters into and out of DC, it would retain customers. But that's not fixable in the short term. I'm saying you should NOT cut service because that will only exacerbate your ridership problem. Think of the other goals Vision 0 for traffic deaths, reducing the	
that's not fixable in the short term. I'm saying you should NOT cut service because that will only exacerbate your ridership problem. Think of the other goals Vision 0 for traffic deaths, reducing the	
exacerbate your ridership problem. Think of the other goals Vision 0 for traffic deaths, reducing the	
area's carbon footprint, reviving downtown, attracting new businesses. All of those require a good	
metro system. Please don't make these cuts. Bus Service	
I'm worried about how these changes will impact people in DC, especially the most vulnerable	
populations due to their housing locations, work situations, and financial situations. Operating Budget, Management and Spending	
Eliminating bus route G2 would have direct negative effects on a patient population that relies on that	
bus line to go to Georgetown University Hospital. This would make going to appointments more	
difficult and more expensive for patients that are already vulnerable in our healthcare system. Bus Service	
Please don?t get rid of the d2 and 33/31 that?s the only way I have go get to school Miscellaneous	
Glovernpark needs the d2, make higher fares. Decrease time but do not eliminate it. We have no	
Metrol Not everyone can walk to the 33/31. Fares/Fees/Parking	
Keep L8 Bus Service	
I am particularly concerned about the proposed elimination of Metrobus #D2 - the only public	
transportation that connects my neighborhood - Glover Park - with metro - (Dupont). This bus route is	
an all important link to Metro and downtown. Without it residents will have to choose more expensive	
and private transport Bus Service	
Public transportation is the correrstone of accessibility, sustainability, and urban design. You must	
prioritize its subsistence at affordable levels with constant service. The repercussions of increasing	
fares, decreasing service, and/or just not having an acceptable budget would impact us DC residents	
beyond measure. Operating Budget, Management and Spending	
No increase on fares or service cuts, please! Bus Service Bus Service	
Metro has very difficult decision to make while still providing quality service, maintenance and	
reasonable fares to its ridership, parking, bikes, and Metro Access. Metro will eventually receive federal	
funding; it moves the government and government employees in this region. This region realizes on	
government employees for its business services. In addition to DMV visitors. Bus Service	
I've seen a lot of people get on metrobuses without paying or showing ID and I don't understand why. Bus Service	
The T2 bus route provides an invaluable link to our suburban neighborhood to two urban centers,	
Rockville and Friendship Heights. This gives many residents in our neighborhood and environs access to	
the subway and access to their places of employment. Our neighborhood is also bordered by high	
traffic roads unsafe for walking or biking, so commuting on foot or by bike is not a realistic option. The	
T2 is a vital lifeline for us, please keep it going! Bus Service	
eliminating the D6 and D2 bus routes completely cuts Georgetown University and Glover Park out of	
the metro system. The D2 is the easiest way for Glover Park residents to access the DuPont metro	
station. The D6 is the only bus route to the MedStar Georgetown University Hospital. Without the D6	
many patients from other parts of the city will be stuck in the Glover Park Georgetown area without	
means to get home. This route also helps employees get to an from work. The D6 and D2 can not be	
eliminated from the bus routes. Bus Service	
I would prefer fare increases in lieu of closing stations or reducing services. Fares/Fees/Parking	
You ask about the impact elimination of various bus routes would have on my 'choice' of	
transportation method, when in fact there IS no other realistic or affordable alternative. I am a senior,	
don't drive, don't ride a bicycle, live in Ward 1 (Adams Morgan) which is a rail desert - the nearest rail	
station is a mile or more away and these bus cuts remove connections to Wards 2 and 3. My doctors	
are in 2, my exercise programs are in 3, how do you expect us to get downtown on weekends without	
the 43/43? And what do you have against the 96, which appears on the 'cut' list every time? I ride it	
frequently and ridership is quite healthy. Don't base your cuts on bogus ridership figures caused by Bus Service	
Eliminating the E2 would cause the loss of a key cross town route. It allows residents of Chevy Chase to	
easily access metro train service at Friendship Heights (and eliminating the L2 would make that even	
worse by eliminating access to Van Ness station and south). It also allows residents of northeast speedy	
access to work and shopping in upper northwest. In short, elimination of either route would be insane.	
While I don't use the M4, eliminating that route would eliminate bus service for Chevy Chase children	
to attend both Deal and Jackson Reed. I see many kids go by my house on Broad Branch on the way to	
the MR4 at Nebraska. At a minimum there should be service tied to school hours. Bus Service	
am a Metrorail rider and I am sick and tired of the fare evaders. Why do I bother tapping my card with	
the rampant evasion? It?s ridiculous. If fares make up such little of WMATA?s income, then just make	
the system free for all of us. THEN I would accept service cuts. I?m tired of a \$15+ round trip while so	
many freeload off the current system. You?II lose my patronage soon if this isn?t addressed. Bus Service	
Please do not eliminate the M4 bus line. You eliminated the E6 during the last round of cuts. The M4 is	
the only bus I can take from Pinehurst Circle to metrorail. Bus Service	
I think that reducing public transit in the city would increase drunk driving incidents, make it harder for	
people to get to work, and severely limit the access people have to other resources in the city. MetroAccess	
Cutting routes D2 and D6 would further cut the Georgetown area out of the public transportation	
system. This would be a huge mistake and would eliminate the routes that I intend to take frequently	
in the future (when my office, among other parts of Georgetown University) moves downtown. In the	
midst of a climate crisis and questions about the future of downtown, DC should be investing in	
expanding access to public transportation rather than cutting it. Bus Service	
please do not get rid of N2 I'm begging Bus Service	
The D6 is used to get to macarthur high school. No other option is available. Many people depend on	
the N6 on the weekend to get around and would be stranded without it. Tje 96 is the only way some	
people can get across town. If you must cut times that is one thing. Completely elimating the route is Bus Service	
The D6 and G2 buses are very important to me. I also believe that the price should not go up as it is	
already expensive Bus Service	
Please continue to fight for increased service. Cuts in service will lead to a death spiral, period. Fare Evasion/Safety/Crime	
Please retain the T2 service, which provides vital access to a part of the County not otherwise served by	
reliable public transportation. Bus Service	
reliable public transportation. Bus Service I don't think increasing fares will make a substantial difference aside from angering the minority that	
reliable public transportation. Bus Service I don't think increasing fares will make a substantial difference aside from angering the minority that pays their fares. Instead, fare evasion should be more strongly punished. Fare Evasion/Safety/Crime	
reliable public transportation. Bus Service I don't think increasing fares will make a substantial difference aside from angering the minority that pays their fares. Instead, fare evasion should be more strongly punished. Fare Evasion/Safety/Crime R12 is essential for myself, and my children to get to the metro station that would otherwise require a Fare Evasion/Safety/Crime	
reliable public transportation. Bus Service I don't think increasing fares will make a substantial difference aside from angering the minority that pays their fares. Instead, fare evasion should be more strongly punished. Fare Evasion/Safety/Crime	

The MA roots at the only way for many people located in the Chavy Chasy/Barshop Wood/Hawfords attending. Acke Middle School and Jackson-Reed High School or traveling by Matersal to Other schools (in a School Whork While). That we used the Mingslup into construct to work for School or traveling by Matersal to Other schools (in a School Whork While). That we used the Mingslup into construct to work for School or traveling by Matersal to Other schools (in a School Whork While). That we used the Mingslup into Construct to work for School or traveling by Matersal to Other schools (in costs first to inprove regree/me, many students to out register at the first to incover site into the work of School or traveling by Matersal to Other schools (incosts first to inprove regree/me, many students to out register at the first to incover site into the work with the initiation of relations. Base Service Base Ser		
and affit in cumune developes of a loss develo	Comment	Category
at ending An share for the result is best at end of the server is a server is		
bode is for Mithor While Mile Mile and the Mile Registry consumer is work for Mile parts registre the Mile Answer refailing is the Mile Answer and the Mile Mile Answer and Mile Mile Mile Mile Mile Mile Mile Mile		
map performant out the discologie down from using it what it hand at a lange of the set out out of the set out of the set out of the set out out of the set out of the	· · · · · · · · · · · · · · · · · · ·	
Backet, used sugget finding into source due to the total source due total source		
bits bits bits of experience of experienc	the route, I would suggest limiting it to hours often used for commuters and students and making	
base, the inter species property and the family at the journer at the set of and the property and the family an		
search and a search and and a set is that with research and a search a	increase fare collection (in my experience, many students do not register at the fare box, and the fare	
prdfability Flactowert at owner it for memory house publies on the Taux dimuting the line is the force the force owner is the server is the se		
Process Direct Dis Serve Disserve Dis Serve Disserve Dis Serve Disserve Dis Serve Disserve Disserve Disserve <td< td=""><td></td><td></td></td<>		
Same star explants of statistic in whether all of explants the and explants of the finance of explants of the finance of explants of the finance of explants and the finance of explants and the finance of the finance of explants and the finance of the finance of explants and the fina		
apool per services has base and per services has been area has be dep. The anomal of the energy of anomal of the energy of the e		Bus Service
promodel bane show any deel forger of on the graph file more in the level of ounsets 00 (more in the level of oursets 00 (more in the level of ourset)) (more in the level of ourset 00 (more in the level of ourset)) (more in the level of ourset 00 (more in the level of ourset)) (more in the level of our of our of ourset)) (more in the level of our		
The more your built as wreak the less convenient/valiable it is become and the less payed learner will and it is mark and the payed learner will be a framework the more is the more interest on any stream of more your and it is mark and the payed learner will be an interest on any stream of more your and it is mark and the payed learner will be an interest on any stream of more your and it is mark and the payed learner will be an interest on any stream of more your and it is mark and the payed learner will be an interest on any stream of more your and it is mark and the payed learner will be an interest on any stream of more your and it is mark any stream of the stream of		Bus Service
angeogenetics with the theorem why own why own the rich genetics much them is a decay and a decay. May, in all sense of weather, while control bases by each of the sense to own yearborh the non-theorem whether and the sense while the sense to own yearborh the non-theorem whether and the sense while the sense to own yearborh the non-theorem whether and the sense while the sense to own yearborh the non-theorem whether and the sense while the sense to own yearborh the non-theorem whether and the sense while the sense to own yearborh the non-theorem whether and the sense whether and the sense to own yearborh the non-theorem whether and the sense the sense the sense the non-theorem whether and the sense the sense the sense the non-theorem whether and the sense the sense the sense the non-theorem whether and the sense the non-theorem whether and the sense the sense the sense the sense the non-theorem whether and the sense the sense the sense the sense the non-theorem whether and the sense the sense the sense the sense the sense the non-theorem whether and the sense the non-theorem whether		
builting built huns that are only accounties to project with any physically also are idea on down DCS have also and out the period of the per		
Ih, in all page of exactle, while cattle back plake impacts takes that seconds to exactle back the second cattle back impacts that is a second to exactle back in the second takes that is a second to exactle back in the second takes that is a second to exactle back in the second takes that is a second to exactle back in the second takes that is a second to exactle back in the second takes that is a second to exactle back in the second takes that is a second to exactle back in the second takes that is a second to exactle back in the second takes that is a second to exactle back in the second takes that is a second to exactle back in the second takes that is a second to exactle back in the second takes that is a second to exactle back in the second takes that is a second to exactle back in the second takes that is a second to exactle back in the second takes that is a second to exactle back in the second takes that is a second to exactle back in the second takes that is a second to exactle back in the second takes that is a second take that i	neighborhoods and that schoolchildren rely on. Why does the city devote so much time and money to	
Result a concep force liben actes y and libe version to anglebothood. That's with you would be doing to instrument the tot the tot would be actes and the activation is not provide the tot tot is would actes that is work declarated using in the activation is to you cap aliter actes and tot would be	building bike lanes that are only accessible to people who are physically able to ride up and down DC's	
It is unconcombine to the wave ALL hos service to a negretorino. That's wark you would be doing if you of innove the CB in the wave ALL hos service to an output to the market in a provide automobile usage or the use of commercial automobiles such as a previous automobile in the market in a provide automobile is a deal or the wave and the deal of the market in a provide automobile is a deal or the wave and the deal of the market in a provide automobile is a deal or the wave and the deal of the market in a provide automobile is a deal or the market in a service automobile is a deal or the market in a service automobile is a deal or the market in a service automobile is a deal or the market in a service automobile is a deal or the market in a service automobile is a deal or the market in a service automobile is a deal or the market in a service automobile is a deal or the market in a service automobile is a deal or the market in a service automobile is a deal or the market in a service automobile is a deal or the market in the market in the market is a service automobile is a deal or the market in the market in the market is a service automobile is a deal or the market in the market in the market in the market in the market is a service automobile is a deal or the market in the market in the market is a service automobile is a deal or the market in the market is a service automobility auto		
you elimicant but Dim. Nore Networking articulus of your and calculus of the used comparison al attrobubble set of the Metro Subject Stab. Left. Une We need to get surrounding syndictics to get here if in thate of the Metro Subject Stab. Left. Une We need to get surrounding syndictics to get here if in thate of the Metro Subject Can Div You pable transmitted to the maper base that for the metro Son by use pable transmitted to the maper base that for the Metro Subject Can Div You pable transmitted to the maper base that for the set of the Metro Subject Can Div You pable transmitted to the maper base that for the set of t		Rail Service
in the result whether in personal automabile usage or the use of communical automabile sub as a present that is one declared bugger instructions to any other busch to declare busch of the use of the sub other busch of the use		
tack LYP, LINE We need to get summaring jurisdiction to pay hole for about to only pable tonois of pointing fueloget. Management and Spending with net bala for another should be used to a pay hole tonois to only pable tonois of the same tonois and relations to get the same tonois of the same tonois to only pable tonois of the same tonois and relations to another same to same tonois to only pable tonois of the same tonois and tonois tonois used only and holes decompositions of the same tonois and tonois tonois used only on the same to same tonois tonoi		
i usin har har like own derificated buger instand or manyre profiles from the 3 dar are bronget. Increasing first and refuting service effects the people who either door con vivue paties that is a service in the ser		Operating Budget, Management and Spending
Increasing		
 billione on buying adquarts insights to the maps hospitals. Ships and Meditar Geogram. billione of the buying adquarts insights to the maps hospital. Ships and Meditar Geogram. billione of the buying adquarts insights the state ships with a doal of the state ships and the buying adquarts insights the state ships adquarts insights adquarts insights the state ships adquarts insights adquarts insights the state ships adquarts insights adquarts adquar		
will hurt the community and the subfacter providers that uses these services. Not having access to Reple with Station will own of accress your reformance in the proposal. I do not drive and community and the subfacter is providers that these proposal. I do not drive and community with the relevance in the subfacter is providers that the proposal. I do not drive and community with the relevance in the subfacter is providers that the proposal. I do not drive and proposal access that the subfacter is providers that the subfacter is provider is providers that the subfacter is providers that the sub		Operating Budget, Management and Spending
Pace or any Metro Satto will allow or decrease your riferabji. Rat Service Proceeding Mittage Satta will be set Relation will allow any decrease of the decrease o	I believe not having adequate transportation to the major hospitals, Sibley and Medstar Georgetown,	
People with disabilities and with be persity affected by most of these proposals. I do not drive and anone with the mile by contributing 1533, live on 12 control with allows me be actingent in DC colume and activities. Please do not do this IIII an Service allows methods to set the service and the food Shopping and doctors' appointments. Cooling the With work and a service allows method to set the service and doctors' appointments. Cooling the With work and a service allows method the service in work for the bas to the method and service allows method the service. How shopping thus on the service and the service allows and the se		
cannot with the mile to a but hard will likely be overfrowing (31/33). The on D2 yours with allows mile participate in DC. Outs and activities. Passed on of d5 bitler begins the same are used N6 of ono higher padocities. The M4 would be a international base in early for the outs pay pointments. Clearly appointed to the M4 would be a international base in the outs pay of the mile base to the number of the distributies and process the base of the outs pay of the M4 would be a international base of the outs pay of the outs pay of the M4 would be a international base of the distributies and process the outs pay of the distributies and process the outs pay of the distributies and distributies and pay of the distributies and d		Rail Service
to partogene no C culture and Activities, Piesare do not o institution and Sy service and use the MA to and from Sigher Mostal and gracery Mostal from Market and a sum erait of the same age - use MA for food shopping and doctors' appointments. Chaing the MA would be a tremendous construction of the same age - use MA for food shopping and doctors' appointments. Chaing the MA would and cause area of the offense in a budget cliss - through from the bus to the method funding model based parts - through from registration that suppoints declarated and funding model based on declarated targ parts oppoint - and provide of or Metro system and Metro employees, and want to see Haro on declarated targ parts oppoint - and provide of or Metro system and Metro employees, and want to see Haro on declarated targ parts of the same and the same and the method for the desired access of the coming parts in increases, lunderstand that managing Metro in the midd of the encreases of the coming sense the community. I belaider on the same and Metro in the midd of the encreases of the coming sense the reases, reached apprecision, or a combination to bela parts and challenge method that the advise parts on the midd of the encreases of the coming sense that in creases, lunderstand that managing Metro in the midd of the encreases of the coming sense that in creases, lunderstand that managing Metro in the midd of the encreases of the coming sense that in creases that on the Metro deform the res to the file beland challenge metro declarated targ parts in the midd of from the res to the of the sense the sense on entry metro and the challe bas to part to the metro declarated targ parts in the sense that an one to the other parts in the sense on the metro declarated targ parts in the metro declarated targ parts in the sense one of the sense targ the sense one of the sense one of		
Lam BS years dla mat use the MA to and from Silber yeaplicity and groups shapping. Most of my heighbors the same groups MA for dot shapping and accors apportments. Cosing the MA would be a transmitting and present increments apported apport the bus to the metro and accord to the who found in the shapping and accors apported apport would accord to see it you in meaning the MA would be a transmitting appert incrementation and present increments of the bus to the metro and accord to see it you in meaning whore it or system and Metro protein appresent and meaning metro in any community. I believe shapport a funding mode based on declared ta payer support. If any proof of write system and Metro protein appresent and meaning Metro in the discret success of the coming purple line, as the R12 would serve as the primary means to connect to it as well. While it do not want to see it you in meaning Metro in the meight of the success of the coming purple line, as the R12 would serve as the primary means to connect to it as well. While it do not want to see it you in more appresent in the means the managing Metro in the meight of the success of the coming purple line, as the R12 would serve and the managing Metro in the meight of the success of the coming purple line, as the R12 would serve and the managing Metro in the meight of the success of the success of the success of the resolution of both. The serve flags for success of the success of the success of the metro pulses of the serve success of the success of the success of the serve of the success of the serve flags for success of the success of the serve of the serve of the serve and the serve of the success of the serve of the serve of the success of the serve of the serve of the success of the serve of the success of the serve of the success of the serve of the serve of the success of the serve of the success of the serve of the success of the serve of the serve of the success of the serve of the succes of the serve of the serve of the serve of the serve of the succe	, , ,	Bus Service
elephon: the same age - use M for Food shopping and doctor ² appointments. Closing the M wild be a tremedious on the model of the same age of the M for the bas to the meter all and a send relation with model by same. Changing bases or having to waik from the bas to the meter and closure gard inconvenience and present unnecessary - full samp or table stappent a understands funding for current and even enspiration that supports declated and employees, and wait to see it grow in nore ways to pare the community. Indirect curring in deven enspiration is that support is declated and employees, and wait to see it grow in nore ways to pare the community. Indirect curring in deven for pare the community. Indirect current and even enspiration is that support in current is a first active for the mids of both i support increasing fairs over relating increases, in understand that managing Meter in the mids of both i support increasing fairs over relating increases. In understand that managing Meter in the mids of both i support increasing fairs over relating experisions. The analytic best and the same the increases fair, webcing operations. The mids of DC if its desire for earling the fairs over relating active and the same fairs the analytic best and the same and the same and the mids and the same of DC if its desire for earling the same and the the analytic best and the same and the		Bus Service
be a terminolus loss.		
Ian a serior citters with mobility issues. Changing busies or having to waik from the bus to the metro would cause graft incomentence and present unnecessary challenges. Bus Service would cause graft incomentence and present unnecessary challenges. Bus Service stainable funding for current and even ensarve Metro service in would stargely not be recovered after any protectinal remiperation. This is particularly a problem, were there over a first over returns on even to serve the commanity. Helse curring the R12 would cause graft in the service in commany is mays that would largely not be recovered after any protectinal remiperation. This is particularly a problem, were there over all farst over returns on the most of the only support increasing fairs over returns on the service in the most of the town. D2 is the usued by Mid spoint to Hardy MS and other schools in the neets of DC H is eligiborhood afters breaked are services. Fare/Fare/Parking D2 is the usued by Mid spoint to Hardy MS and other schools in the neets of DC H is eligiborhood afters breaked are services. Fare/Fare/Parking D2 is the usued by Mid spoint to Hardy MS and other schools in the neets of DC H is eligiborhood afters breaked are over a first over the over the service with the NE town are of DC H is eligiborhood afters in the work or commony of NW DC. Bus Service Climer Park bus kervice as and our children use the MA to get to be all with war to be all work is a service. Bus Service Climer Park bus to NA work here as a read of DC H war to NA town to be all work is a service. Bus Service Climer Park bus to NA work were as		Bus Service
Linderstankter Linderstankter Linderstankter Linderstankter Linderstankter Linderstankter Linderstankter Linderstankter </td <td></td> <td></td>		
sustainable funding for current and even expansive thero service i, would be willing to support a funding model based on dedicated targey support. I amould or where system and Merro employees, and want to see if grow in more ways to save the community. I believe cutting the R12 route, even temporally injused intra community in ways that would largely not be recovered after any potential reimplementation. This is particularly a problem, pewer the desired success of the commigned interplementation. This is particularly a problem, pewer the desired success of the commigned interplementation. This is particularly a problem, pewer the desired success of the commigned interplementation. This is particularly a problem, pewer the desired success of the commigned interplementation. The method for the method is the method for the set of DC if it is eliminated. Acid, the desired for the result. User of a comparison of a commute for the route and the set of the route and the week. These lines are functed for the route and the route of the week. These lines are functed for the route and the route of the route on the week. These lines are functed for the route and the route and the route on the route on the veek. The set lines are functed for the route on the route for the methor be at the week. The set lines are functed for the route on the route on the route on the route on the veek. The set lines are functed for the route on the route on the route on the route on the veek. The set lines are functed for the route on the route	would cause great inconvenience and present unnecessary challenges.	Bus Service
funding model based on dedicated tax payer support. I am proud of writer o system and Metro employees, and wards to see it gov in more ways to serve the community. I waves that would largely not be recovered after any potential reinginemation. This is particularly a problem give the desired success of the coming purple line, as the R12 would serve as the primary means to commet to it as well. While I don to utant to see Matro fain increase, Indicated and that managing the Write on the midst of the financial challenges means either increases fairs, reducing operations, or a combination of both. I support increasing by dis going to Harring M and the ta angling Well to the midst of the reingborhood alternative than busses that run on Wisconsin ave. Operating Budget, Management and Spending Giver Park to serve increases fairs, reducing operations, or a combination of both. I support increasing by dis going to Harring M and the ta off from the rest ob E (1) the enveloped alternative than busses that run on Wisconsin ave. Operating Budget, Management and Spending Giver Park to serve increase constructions. The neighborhood and lits a safe neighborhood alternative than busses that run on Wisconsin ave. Service Giver Park to service acounty of WD C. Bus Service Bus Service Cutting the 2 Joss hum would origip the Giver Park, Burdeth, and Georgetown Jubic transit options. There is no early well with to bas to got to chol of there well to the would bus the to the would bus the to the sol bus park the sol bus park the bus to got to chol of there was all and thore there to got to work without that or the construction there and uses the would well that that bus line no the eliminated, because DCY bus service Bus Service Bus Service		
employees, and want to see it grow in more ways to areve the community. I telleve cutting the R12 recovered after any potential inegitenentation. This is particularly a problem, given the desired succes of the coming nurple line, as the R12 word serve as the primary means to the moreass. Flark, recovered after any potential inegitenentation. This is particularly a problem, given the desired succes of the coming nurple line, as the R12 word serve as the primary means to the moreass. Flark, recursing on peritations of the minist of the financial challenges means either increases. If any reducing operations or a combination of both. I support increasing fairs over reducing operations or it that must be the only options. Pare efforcement of franks. Prosecute fairs over reducing operations or a combination of both. I support increasing fairs over reducing operations or a combination of both. I support increasing fairs over reducing operations or a combination of both. In the result of from the rest of OC II it is employeed after any proceed field from the rest of OC II it is employeed after any protein all run on Wiscoms ave. Bus Service Giver Park Lus service must continue. The neighborhood will be cut of from the rest of OC II it is employeed after any expected field for the metro to get to work. It is the primary reson chose to line in burdith. I don't have a car and don't want to have to ever on a car for a daily commute. The 31 bus to Nay Archives is my secondary commute choles an without that the 22. Bus Service Chevy Chase, DC have very limited bus service as to any during the set bus to get down whould that the asset and the set bus to get down whould that the approxem or any during any get set bus to adva would lead to an enromous increase in a car on the read and congestion around the school 5. The L2 is also an important to bus field to more aver bus to get down whould had the fair any get set bus to get down whould had the fair any get set bus to get down whould had the fair any get set bus to get down w		
route, even temporarily i, would drastically inpact my community in ways that would ragely not be recovered after any potential relimpentation. This is porticularly a potential, given the desites of the coming purple line, as the R12 would serve as the primary means to connect to it a well. While I do not want to see Matro fair increases, inderstand that managing whet desites in the wells of the coming purple line, as the R12 would serve as the primary means to connect to it a well. While I do not want wull be not see Matro fair increases, inderstand that managing whet to it the wills of fairs enforcement of fairs. Prosecute fare evades Tare enforcement of fairs. Prosecute fare evades the well work of wills doing to that wills be the only options. Tare enforcement of fairs. Prosecute fare evades the evice occoming while well of from the rest of DC II it eliminated. Also, the 42/43 Adams Morgan lines are SSSNTIAL every day of the week. These lines are heighborhood alternative than busies that run on Wisconsin ave. Booservice bases were commony of WD C. Curting the S2 hus line would orphie the Glover Park, Burleth, and Georgetow public transit options. There is no enary were and it use his dualy to get to the metro to get to work. It is the primary reason i chose to five in Burleth. I don't have a car and don't want to have to rely on a car for a daaly commute. The 13 but to Mark without at acr. Dever Chang. Chank were as any a don't iller use the M4 to get to top All without that or the pri- here's hone way for me to get to work without at acr. Dever Chang. Chang. Service as a car and our children use the M4 to get to top All without that or the pri- here in one way for me to get to work without a car. Dever chang. Chang. Service as a car and our children use the M4 to get to top and the mark service as cont ther ada all consets ner would be schools. The Li a slava an important to base for Chang. Service as cont ther ada all consets ner would be schools. The Li a slava an important to base for Chang. Deve family		
recovered after any potential reimplementation. This is particularly a problem, given the desired success of the coming purple line, as the R12 would serve as the primary means to connect to tra well. Whell do not want to see Mater fair increases; lunderstand that managing Metro in the midst of the financial challenges manes either increases fair, reducing operations; of a combination of both. I poprating Budget, Management and Spending Faer and Fae		
success of the coming purple line, as the R12 would serve as the primary means to connect to it as well. While id on to wink to see Mator fair increases, indexing operations, or a combination of both. I support increasing fairs over reducing operations, if that musb the hon options. Pare enforcement of fares. Prosecute fare evades Pare fairs over reducing operations if that musb the hon options. Pare enforcement of fares. Prosecute fare evades Pare fairs over reducing operations if that musb the hon options. Pare enforcement of fares. Prosecute fare evades Pare fairs over reducing on the new provide will be cut off from the rest of DC fit is enforcement of fares. Prosecute fare evades Pare fairs over reducing on the new provide will be cut off from the rest of DC fit is enforcement of fares. Prosecute fare evades Pare fairs over reducing off fairs evades Pare fairs over reducing off will be cut off from the rest of DC fit is enversioned fue to mark willow at act. Devades Pare fairs over reducing off fairs evades and that mush prove fairs of the metor to get to work it is the prima fairs of nearby service actions of the metor to get to work it is the prima fairs of nearby service as fairs of an or children use the MI to get to beal Middle Steord and action. Reset High School. It is critical that that bus line hose that the hose get to school and the fairs off the fairs off fairs. Prove fairs off fairs off fairs evades fairs off fairs		
While I do not want to see Matro fair increases lunderstand that managing Metro in the mids of the financial hallenges means either increases fairs, reducing operations are combination of both. Operating Budget, Management and Spending Fare enforcement of fares. Prosecute reducing operations or a combination of both. Pars/Fees/Parking D2 is the burst of by Kids going to Hardy M& and other schools in the neighborhood and it is a safer mighborhood atter are vaders. Fars/Fees/Parking Giver Park Data service must continue. The neighborhood will be cut off from the rest of DC if it is eliminated. Also, the 4/43 Adams Margen lines are ESSENTIAL every day of the week. These lines are hevery core of the service economy of WOC. Bus Service Carting the D2 bus line would crippic the Giover Park, Burleith, and Georgetown public transit options. Bus Service Carting the D2 bus line would crippic the Giover Park, Burleith, and Georgetown public transit options. Bus Service Cherry Chase, DA bus Service as is, and our children use the M4 to get to De Middle School and Lackson-Reed High School. It is critical that that bus line not be eliminatet, because DCPS does not un school buses, they would be left with no way to get to school buse they would be left with no way to get to school buse that would be left with no way to get to school buse that would be left with no way to get to school bert han walking in generation way for the advect to leave them in place. Bus Service Pase don't eliminate the IO2 and D5. Marker Buse and would see due they on yous List and a mignory of get to the doce to the methand use the bus get downtown or get to the docest methand buse faithy ould place there and use the bus to get downtown or get to the d		
financial hallenges means either increases fairs, reducing operations, or a combination of both. I sport increasing fairs over reducing operations, if that must be the only options. Operating Budget, Management and Spending Faire enforcement of faires. Prosecute faire evaders. Pares/Fees/Parking Dis the bus used by kids opping to Hardy MS and other schools in the neighborhood at lite is a set neighborhood alternative than busses that run on Wilsconsin ave. Bus Service Giower Park bus service enscino will be cut off from the rest of DC if it eliminated. Also, the 42/43 Adams Morgan lines are ESSENTIAL every day of the week. These lines are the very core of the service enscino will be sub ality tog test to here to tog test or work. It is the nearly operations if when are reason in chose to live in Burleith. J don't have a car and don't want to bave to rely on a car for a daily commute. The 31 bus to havy riches in sub scalaly tog test to here to tog test or work. It is the bus daily tog test to work in the tog test or beal Middle School and lackson-Reed High School. It is criteal that that bus line not be eliminated, because DCPS does not un school buss, they would be left with no way tog test ochool commonas increase in having parents dire them every day, which is not fasible and would lead to an enformasi increase in the read and not live close to the metro and use the bus tog et downtown or get to the closes that who do not live close to the metro and use the bus tog et downtown or get to the closes that who are vereined and use these routes a lot with my small child and find them very useful. Bus Service Bus Service Drang in Glover Park (that does not have find cares to and with wy small child and find thevavery useful. Bus Service		
Fare inforcement of fares. Prosecute fare evaders Fares/Feex/Parking D2 is the bus used by kids going to Natry MS and other schools in the neighborhood alterative than busses that run on Wisconin ave. Bus Service Bus Service Bus Service Cline use that the neighborhood alterative than busses that run on Wisconin ave. Bus Service Bus Service Bus Service Cline Use that the service economy of WW Dc. Service Cline Use Service in the service economy of WW Dc. Service Cline Use Service in the service economy of WW Dc. Service Commute. The 31 bus to Nary Archives is my secondary commute choice and without that or the 22 service Service Chery Chase, DC has very limited bus services is, and our children use the M4 to get to be Middle that bus line hot of the down thoon or a daily the then every day, which is not fastible and would be eleminated, blace and congettom around the schools. The 12 is also an important bus line for Chery Chase resident whethen ever day, which is not fastible and would be downtown or get to the downtown or get to then the downtown or get to school. Bus Service Bus Service Disc Service Bus Service Using in Glove Park (Mat does not have direct access to metro), eliminating D2 and D & Gerrases our cline instruct molecular that was an important bus lines to get to school. Bus Service		
D2 is the bus used by kids going to Hardy MS and other schools in the neighborhood and it is a stare metghorhood atternative than busses that run on Witsonsin ave. Bus Service Glover Park bus service must continue. The neighborhood will be cut off from the rest of DC if it is eliminated. Also, the 42/43 Adams Morgan lines are ESSENTIAL every day of the week. These lines are there is no nearby metro and Luse this bus daily to get to the metro to get to work. It is the primary reason 1 chose to live in Burleth. I don't have a car and don't want to have to rely on a car for a daily commute. The 31 bus to Nay Archives is my secondary commute choice and without that or the D2, there's no nearby will bus to Nay Archives is my secondary commute choice and without that or the D2. there's no nearby will be left with no way to get to beal Middle School and Jackson-Reed High School. It is critical that that bus line not be eliminated; because DCPS does not run school buses, they would be left with no way to get to school other than walking miles or having parents drive them every day, which is not teasible and would lead to an enormous increase in car so. not I would urge Metro to leave them in place. Bus Service Please don't eliminate the Glover Park/North Georgetown buses. How are we supposed to get to work?? Bus Service Bus Service Dia Service Bus Service Bus Service Bus Service Using an Glove Park (that does not have direct access to metro), eliminating D2 and D6 decreases our work?? Bus Service Bus Service Dia Service Bus Service Bus Service Bus Service Bus Service Using in Glove Park (that does	support increasing fairs over reducing operations if that must be the only options.	Operating Budget, Management and Spending
neglborhood alternative than busses that run on Wisconsin ave. Bus Service Bioliser Park bus evrice must continues. The neighborhood will be cut off from the rest of DC if it is eliminated. Also, the 42,43 dams Morgan lines are ESSENTIAL every day of the week. These lines are the very core of the service economy of NW DC. Bus Service Cutting the D2 bus line would cripple the Glover Park, Burleith, and Georgetown public transit options. Bus Service Cutting the D2 bus line would cripple the Glover Park, Burleith, and Georgetown public transit options. Bus Service Cutting the D2 bus line would cripple the Glover Park, Burleith, and Georgetown public transit options. Bus Service Commute. The 31 bus to Nary Archives is my secondary commute choice and without that or the D2, Bus Service Bus Service Chery Chase, DC has very limited bus service as is, and our children use the M4 to get to Deal Middle School and Ackos, Withok to at car. Bus Service Chery Chase, DC has very limited bus service as is, and our children use the M4 to get to Deal Middle Chaser restents who do not live close to the metra out as the bus tile get downtown or get to the chaser set on the root and congetion around the schools. The L2 is ato an important bus line for Chevy Chaser set on the root and use the bus the get downtown or get to the closes there on the wet on use the bus the get downtown or get to the closes there on the wet and use the bus the get downtown or get to the closes there on the wet and use the bus the sto get to school. Bus Service Din not eliminate the Glover Park/North Georgetown buses		Fares/Fees/Parking
Glower Park bus service must continue. The neighborhoof will be cut off from the rest of DC if it is eliminated. Also, the 42/43 Adms Morgan lines are ESSENTAL every day of the week. These lines are the very core of the service economy of NW DC. Bus Service Cutting the D2 bus line would cripple the Glower Park, Burleith, and Georgetown public transit options. There is no nearby metro and use this bus daily to get to the metro to get to work. It is the primary reason 1 chose to live in Bus to Nay Archives is my secondary commute choice and without that or the D2. Bus Service Chew Chase, DC has very limited bus service as is, and our children use the M4 to get to Deal Middle Bus Service Chew Chase, DC has very limited bus service as is, and our children use the M4 to get to Deal Middle Bus Service School and Jackson-Reed High School. It is critical that that bus line not be eliminated; because DCPS does not run school buses, Hwo way to get to school oft the than walking miles or having parents drive them every day, which is not feasible and would lead to an enormous increase in cars on the od and congestion around the schools. The 12 is also an important bus line for Chevy Chase residents who do not live close to the metro and use the bus to get downtown or get to to be close them in place. Bus Service Please don't eliminate the Glover Park/North Georgetown buses. Hwo are we supposed to get to school. Bus Service Uring in Glowe Park (hat does not have direct access to metro), eliminating D2 and D6 decrease our mobility. We don't have a vehile and use these to use ins to get to school. Bus Service Urink that Wettor needs to be fully finded both fo		
eliminate Ako, the 42/43 Adams Morgan lines are ESSENTLA every day of the week. These lines are the very core of the service economy of NW DC. Cutting the D2 bus line would cripple the Giover Park, Burleith, and Georgetown public transit options. There is no nearby metro and use this bus daily to get to the metro to get to work. It is the primary reson I chose to how twithout a car. Core works without a car. Core works without a car. Core Albase prime to get to work without car. Bus Service Core Albase prime to get to work without car. Bus Service Core Albase prime to get to work without car. Bus Service Core Albase prime to get to work without car. Bus for have to rey on a more to get to work without car. Bus Service Core Albase prime to get to work without car. Bus for have to rey on a more to get to work without car. Bus for have to rey on a more to get to work without car. Bus for have to rey on a more to get to work without car. Bus for have prime to get to work without car. Bus for how service a data congestion and congestion and sing Chevy Chase pedestrian-friendly and reducing to the service Bus for here to get to work and the bus to get down buses. They are we supposed to get to service Bus Bus Service		Bus Service
the very core of the service economy of NW DC. Cutting the D2 bus line would cripple the Glover Park, Burleith, and Georgetown public transit options: There is no nearby metro and I use this bus daily to get to the metro to get to work. It is the primary reason I chose to live in Burleith. I don't have a car and don't want to have to rely on a car for a daily commute. The 31 bus to Nay Avthress in wy secondary commute choice and without that or the D2, there's no nearby metro and I use this bus to lay Avthress in wy secondary commute choice and without that or the D2, there's no way for me to get to work without a car. Use Stevice Chever Chase, DC have we limited bus service as is, and our children use the M4 to get to Deal Middle School and Jackson-Reed High School. It is critical that that bus line not be eliminated; because DCPS does not run school buses, they would be left with no way to get to school of the than valking miles or having parents drive them every day, which is not feasible and would lead to an enormous increase in cars on the road and congestion around the schools. The L2 is also an important bus line for Chevy Chase residents who do not live close to the metro and use the bus to get downtown or get to the closest metro. Those lines are really important to making Chevy Chase podestrian-friendy and reducing useful. Bus Service Please don't eliminate the Glover Park/Nott Georgetown buses. How are supposed to get to work?? Bus Service Using In Glove Park (that does not have direct access to metro), eliminating D2 and D6 decreases our mobility. We don't have a vehiled and use these routes a lot with my small child and find them very useful. Bus Arenice Da not eliminate the D2 and D6. MANY children rely on these bus lines to get to school. Bus Service Using In Appened. Also, I don't know to assert the question about budget distribution as I don't know the carrent cuts. I with the guestion about degret distribution as I don't know the carrent cuts. I with the question about degret distribution as I		
Cutting the D2 bus line would cripple the Glover Park, Burleth, and Georgetown public transit options. There is no nearby metro and I use this bus daily to get to the metro to get to work. It is the primary terson I chose to live in Burleth. I don? have a cr and don? want to have to rely on a car for a daily commute. The 31 bus to Navy Archives is my secondary commute choice and without that or the D2. there?s no way how without a car. Bus Service Chew, Chase wey limited bus service as is, and our children use the M4 to get to Deal Middle School and Lackon-Reed High School. It is critical that that bus line not be eliminated; because DCPS does not run school buse, they would be left with no way to get to school other than walking miles or having parents drive them every day, which is not feasible and would lead to an enormous increase in cars on the road and congestion around the schools. The 12 is also an important bus line for Chey Chase residents who do not live close to the metro and use the bus to get downtown or get to the closest metro. Those lines are really important to making Chey Chase pedestrian-friendly and reducing car use, and I would urge Metro to leave them in place. Please don't eliminate the Glover Parl/North Georgetown buses. How are we supposed to get to work?? Bus Service Living in Glove Park (that does not have direct access to metro), eliminating D2 and D6 decreases our mobility. We don't have a vehicle and use these routes a lot with my small child and find them very useful. Do not eliminate the D2 and D6. MANY children rely on these bus lines to get to school. It hink that Metro needs to be fully funded both for environmental and for equity reasons a many don't have access to a car and would see engleyment opportunities and quality of fif eignificantly decrease if this plan happened. Also, I don't know how to answer the question about budget Diving the D2. How are ketly bes Supposed to get to school? Wir 79 aroid son takes the fito D2. How are How to all suctio		Bus Service
There is no nearby metro and I use this budily to get to the metro to get to work. It is the primary reason I chose to live in buriehh. I don't have a car and don't want to have to rely on a car for a daily commute. The 31 bus to Nay Archives is my secondary commute choice and without that or the Quet to base which without a car. Bus Service Chew Chase, PC have ver limited bus service as is, and our children use the M4 to get to Deal Middle School and Jackson-Reed High School. It is critical that that bus line not be eliminated; because DCPS does not run school buses, they would be left with no way to get to school other than walking miles on the road and congestion around the schools. The L2 is also an important bus line for Chewy Chase pedestrian-friendly and reducing car use, and I would urge Metro to leave them in place. Bus Service Places don't Reliminate the Glover Park/North Georgetorm buses. How are we supposed to get to work? Bus Service Diring in Glove Park (that does not have direct access to metro), eliminating D2 and D6 decreases on mobility. We don't have a vehicle and use these routes a lot with my small child and find them very duft. We don't have a vehicle and use these touses to done. Bus Service Do not eliminate the Glover Chark (have does not have direct access to metro), eliminating D2 and D6 decreases on the out dout see employment opportunites and quality of life significantly decrease to a car and would see employment opportunites and quality of life significantly decrease to a car and would see employment opportunites and quality of life significantly decrease to a car and would see employment opportunites and quality of life significantly decrease to a car and would see employment opportunites and quality of life significant to the coursent and the the D2 to scho		
reason ichose to ive in Bureith. I don?t have a ca ² and don?t want to have to rely on a car for a daily commute. The 31 bus to Navy Archives is my secondary commute choice and without that or the D2, there?s no way for me to get to work without a car. Chewy Chase, DC has very limited bus service as is, and our children use the M4 to get to Deal Middle School and Jackson-Reed High School. It is critical that that bus line not be eliminated; because DCPS does not run school buses, they would be left with no way to get to school other than walking miles or having parents drive them every day, which is not feasible and would lead to an enormous increase in cars on the road and congestion around the school. The L2 is also an important to bis line for Chevy Chase residents who do not live close to the metro and use the bus to get downtown or get to the closest metro. Those lines are really important to making Chevy Chase pedestrian-friendly and reducing car use, and I would urge Metro to leave them in place. Please don't eliminate the Glover Park/North Georgetown buses. How are we supposed to get to work?? Lining in Glove Park (that does not have direct access to metro), eliminating D2 and D6 decreases our mobility. We don't have a vehicle and use these routes a lot with my small child and find them very don't have access to a car and would see employment opportunities and quality of life significantly decrease if this plan happened. Also, I don know how to answer the question about budget distribution as 1 don't kow the current corts. Li wish the question about budget distribution as 1 don't kow the torent on starket the tup wubdget priorities My 17 year old son takes the ho Browkind, the red line to Dupont then the D2 to school at Duke Ellington School of the Art. Your current proposal has cuts to all of those mudos of transportation including the two bus lines. How eaxity is the supposed to get to school? Metro?s budget should be much higher, so that a choice between service cuts and fare increases shouldn?t	There is no nearby metro and I use this bus daily to get to the metro to get to work. It is the primary	
there's no way for me to get to work without a car. Bus Service Chevy Chase, DC has very limited bus service as is, and our clidren use the M4 to get to Deal Middle School and Jackson-Reed High School. It is critical that that bus line no to be eliminated; because DCPS does not run school buses, they would be left with no way to get to school other than walking miles or cars on the road and congestion around the schools. The L2 is also an important bus line for Chevy Chase residents who do not live close to the metro and use the bus to get downtown or get to the closest metro. Those lines are really important to making Chevy Chase gedestrian-friendly and reducing car use, and I would urge Metro to leave them in place. Bus Service Please don't eliminate the Glover Park/North Gorgetown buses. How are we supposed to get to work? Bus Service Uring in Glove Park (that does not have direct access to metro), eliminating D2 and D6 decreases our mobility. We don't have a vehicle and use these routes a lot with my small child and find them very useful. Bus Service Do not eliminate the D2 and D6. MANY children rely on these bus lines to get to school. Bus Service Utink that Metro needs to be fully funded both for environmental and for equity reasons as many don't have access to a car and would see employment to apportunities and quality of life significantly decrease if this plan happened. Also, I don't know how to answer the question about budget distribution as I don't know the current costs. I wish the question asked what my budget priorities Injugation the current cost. I wish the question asked what my budget priorities including the two bus lines. How exactly is he supposed to get to school? Que Service My 17 year old son takes the Bt o Brookland, the red li		
there's no way for me to get to work without a car. Bus Service Chevy Chase, DC has very limited bus service as is, and our clidren use the M4 to get to Deal Middle School and Jackson-Reed High School. It is critical that that bus line no to be eliminated; because DCPS does not run school buses, they would be left with no way to get to school other than walking miles or cars on the road and congestion around the schools. The L2 is also an important bus line for Chevy Chase residents who do not live close to the metro and use the bus to get downtown or get to the closest metro. Those lines are really important to making Chevy Chase gedestrian-friendly and reducing car use, and I would urge Metro to leave them in place. Bus Service Please don't eliminate the Glover Park/North Gorgetown buses. How are we supposed to get to work? Bus Service Uring in Glove Park (that does not have direct access to metro), eliminating D2 and D6 decreases our mobility. We don't have a vehicle and use these routes a lot with my small child and find them very useful. Bus Service Do not eliminate the D2 and D6. MANY children rely on these bus lines to get to school. Bus Service Utink that Metro needs to be fully funded both for environmental and for equity reasons as many don't have access to a car and would see employment to apportunities and quality of life significantly decrease if this plan happened. Also, I don't know how to answer the question about budget distribution as I don't know the current costs. I wish the question asked what my budget priorities Injugation the current cost. I wish the question asked what my budget priorities including the two bus lines. How exactly is he supposed to get to school? Que Service My 17 year old son takes the Bt o Brookland, the red li	commute. The 31 bus to Navy Archives is my secondary commute choice and without that or the D2,	
School and Jackson-Reed High School. It is critical that that bus line not be eliminated; because DCPS does not run school buses, they would be left with no way to get to school other than walking miles or does not run school buses, they would be left with no way to get to school other than walking miles or does not run school buses, they would be left with no way to get to school other than walking miles or does not run school buses, they would be left with no way to get to school other than walking miles or does not run school buses, they would be left with no way to get to school other than walking miles or does not live close to the metro and use the bus to get downtown or get to the does not live close to the metro and use the bus to get downtown or get to the does not live close to the metro and use the bus to get downtown or get to the does not live close to the metro and use the bus to get downtown or get to the get school the does the min place. Bus Service Dease don't eliminate the Glover Park/North Georgetown buses. How are we supposed to get to school. Bus Service Do not eliminate the D2 and D6. MANY children rely on these bus lines to get to school. Bus Service Bus Se	there?s no way for me to get to work without a car.	Bus Service
does not run school buses, hey would be left with no way to get to school other than walking miles or having parents drive them every day, which is not feasible and would lead to an enormous increase in cars on the road and congestion around the schools. The L2 is also an important bus line for Chevy Chase residents who do not live close to the metro and use the bus to get downtown or get to the closest metro. Those lines are really important to making Chevy Chase pedestrian-friendly and reducing car use, and I would urge Metro to leave them in place. Bus Service Please don't eliminate the Glover Park/North Georgetown buses. How are we supposed to get to work?? Bus Service Uning in Glove Park (that does not have direct access to metro), eliminating D2 and D6 decreases our mobility. We don't have a vehicle and use these routes a lot with my small child and find them very useful. Bus Service Do not eliminate the D2 and D6. MANY children rely on these bus lines to get to school. Bus Service Utink that Metro needs to be fully funded both for environmental and for equity reasons as many don't have access to a car and would see employment opportunities and quality of life significantly decrease if this plan happened. Also, I don't know how to answer the question about budget distribution as I don't know the current costs. I wish the question abed what my budget priorities work? Operating Budget, Management and Spending My 17 year old son takes the h6 to Brookland, the red line to Dupont then the D2 to school al withs buse modes of transportation including the two bus lines. How are kids supposed to get to school? I can't afford an Uber everyday. How are teachers supposed to get to school? I can't afford an Uber everyday. How are teachers supposed		
having parents drive them every day, which is not feasible and would lead to an enormous increase in cars on the road and congestion around the schools. The L2 is also an important bus line for Chewy Chase residents who do not live close to the metro and use the bus to get downtown or get to the closest metro. Those lines are really important to making Chevy Chase pedestrian-friendly and reducing car use, and I would urge Metro to leave them in place. Please don't eliminate the Glover Park/North Georgetown buses. How are we supposed to get to work?? Please don't fleiminate the Glover Park/North Georgetown buses. How are we supposed to get to work? Bus Service Using in Glove Park (that does not have direct access to metro), eliminating D2 and D6 decreases our mobility. We don't have a vehicle and use these routes a lot with my small child and find them very useful. Do not eliminate the D2 and D6. MANY children rely on these bus lines to get to school. I think that Metro needs to be fully funded both for environmental and for equity reasons as many don't have access to a car and would see employment opportunities and quality of life significantly decrease if this plan happened. Also, I don't know how to answer the question about budget distribution as I don't know the current costs. I wish the question abked what my budget priorities distribution as I don't know the current proposal has cuts to all of those modes of transportation including the two bus lines. How exactly is he supposed to get to school? I can't afford an Uber everyday. How are teachers supposed to get to school? I can't afford an Uber everyday. How are teachers supposed to get to school? I can't afford an Uber everyday. How are tachers supposed to get to school? I can't afford an Uber everyday. How are kids supposed to get to school? I can't afford an Uber everyday. How are kids supposed to get to school? I can't afford an Uber soludin? the use to exist. Metro's budget should be much higher, so that a choice between service cuts and fare increase		
cars on the road and congestion around the schools. The L2 is also an important bus line for Chevy Bus Service Chase residents who do not live close to the metro and use the bus to get downtown or get to the Bus Service Closest metro. Those lines are really important to making Chevy Chase pedestrian-friendly and reducing Bus Service Please don't eliminate the Glover Park/North Georgetown buses. How are we supposed to get to work? Bus Service Living in Glove Park (that does not have direct access to metro), eliminating D2 and D6 decreases our mobility. We don't have a vehicle and use these routes a lot with my small child and find them very useful. Bus Service Do not eliminate the D2 and D6. MANY children rely on these bus lines to get to school. Bus Service It hink that Metro needs to be fully funded both for environmental and for equity reasons as many don't have access to a car and would see employment to portunities and quality of life significantly decrease if this plan happened. Also, I don't know how to answer the question about budget distribution as I don't know the current costs. I wish the question asked what my budget priorities Operating Budget, Management and Spending W1 7 Yoer of do son takes the fo to Brookland, the red line to Dupont the the 2D school al buke every avertave are teakers supposed to get to school? Operating Budget, Management and Spending W1 2 Yoer of do so takes the fo to Brookland, the red line to Dupont the P2D to school al buke the decrease so and and would see end to work? There are five schools al within both the H6 Bus Service		
Chase residents who do not live close to the metro and use the bus to get downtown or get to the closest metro. Those lines are really important to making Chevy Chase pedestrian-friendly and reducing acruse, and I would urge Metro to leave them in place. Bus Service Please don't eliminate the Glover Park/North Georgetown buses. How are we supposed to get to work? Bus Service Living in Glove Park (that does not have direct access to metro), eliminating D2 and D6 decreases our mobility. We don't have a vehicle and use these routes a lot with my small child and find them very useful. Bus Service Do not eliminate the D2 and D6. MANY children rely on these bus lines to get to school. Bus Service Von't have access to a car and would see employment opportunities and quality of life significantly decrease if this plan happened. Also, I don't know how to answer the question abked what my budget priorities Operating Budget, Management and Spending V1 7 year old son takes the h6 to Brookland, the red line to Dupont then the D2 to school 7 L can't afford an Uber everyday. How are teakers supposed to get to school? Bus Service Bus Service Bus Service Denote that supposed to get to school? Denote the school and the supposed to get to school? Wetro's budget should be much higher, so that a choice between service cuts and fare increases should at the wo are kides supposed to get to school? Bus Service Bus Service Bus Service Denote the to exist. Denote the school and the sup supposed to get to school? Wa		
closest metro. Those lines are really important to making Chevy Chase pedestrian-friendly and reducing Bus Service Please don?t eliminate the Glover Park/North Georgetown buses. How are we supposed to get to work? Bus Service Living in Glove Park (that does not have direct access to metro), eliminating D2 and D6 decreases our mobility. We don?t have a vehicle and use these routes a lot with my small child and find them very useful. Bus Service Do not eliminate the D2 and D6. MANY children rely on these bus lines to get to school. Bus Service I think that Metro needs to be fully funded both for environmental and for equity reasons as many don't have access to a car and would see employment opportunities and quality of life significantly decrease if this plan happened. Also, I don't know how to answer the question abked what my budget priorities Operating Budget, Management and Spending My 17 year oil son takes the h6 to Brookland, the red line to Dupont then the D2 to school at Duke Uber service Dereting Budget, Management and Spending Ellington School of the Arts. Your current proposal has cuts to all of those modes of transportation including the two bus lines. How wark? There are five schools all within both the H6 route as well as the D2. How are kids supposed to get to school? Bus Service Metro?s budget should be much higher, so that a choice between service cuts and fare increases shouldn't need to exist. Operating Budget, Management and Spending Metro should get the money we are spending on war and genocide and fund transportation for the Operating Budget, Mana		
car use, and I would urge Metro to leave them in place. Bus Service Please don?t eliminate the Glover Park/North Georgetown buses. How are we supposed to get to work?? Bus Service Living in Glove Park (that does not have direct access to metro), eliminating D2 and D6 decreases our mobility. We don?t have a vehicle and use these routes a lot with my small child and find them very useful. Bus Service Do not eliminate the D2 and D6. MANY children rely on these bus lines to get to school. Bus Service I think that Metro needs to be fully funded both for environmental and for equity reasons as many don't have access to a car and would see employment opportunities and quality of life significantly decrease if this plan happened. Also, I don't know how to answer the question asked what my budget priorities Operating Budget, Management and Spending My 17 year old son takes the h6 to Brookland, the red line to Dupont then the D2 to school at Duke Ellington School of the Arts. Your current proposal has cuts to all of those modes of transportation including the two bus lines. How exactly is he supposed to get to school? I can't afford an Uber everyday. How are teachers supposed to get to school? Bus Service Metro?s budget should be much higher, so that a choice between service cuts and fare increases shouldn't need to exist. Operating Budget, Management and Spending Metro?s budget the money we are spending on war and genocide and fund transportation for the Operating Budget, Management and Spending		
Please don?t eliminate the Glover Park/North Georgetown buses. How are we supposed to get to work?? Bus Service Living in Glove Park (that does not have direct access to metro), eliminating D2 and D6 decreases our mobility. We don?t have a vehicle and use these routes a lot with my small child and find them very useful. Bus Service Do not eliminate the D2 and D6. MANY children rely on these bus lines to get to school. Bus Service Din think that Metro needs to be fully funded both for environmental and for equity reasons as many don't have access to a car and would see employment opportunities and quality of life significantly decrease if this plan happened. Also, I don't know how to answer the question about budget distribution as I don't know the current costs. I wish the question about budget distribution as I don't know the current costs. I wish the question asked what my budget priorities Operating Budget, Management and Spending My 17 year old son takes the h6 to Brookland, the red line to Dupont them the D2 to school at Duke Ellington School of the Arts. Your current proposal has cuts to all of those modes of transportation including the two bus lines. How are tachers supposed to get to school? I can't afford an Uber everdya. How are taked supposed to get to school? Bus Service Metro?s budget should be much higher, so that a choice between service cuts and fare increases shouldn? I need to exist. Operating Budget, Management and Spending Metro?s budget the money we are spending on war and genocide and fund transportation for the Bus Service	car use, and I would urge Metro to leave them in place.	Bus Service
Living in Glove Park (that does not have direct access to metro), eliminating D2 and D6 decreases our mobility. We don?t have a vehicle and use these routes a lot with my small child and find them very useful. Bus Service Do not eliminate the D2 and D6. MANY children rely on these bus lines to get to school. Bus Service I think that Metro needs to be fully funded both for environmental and for equity reasons as many don't have access to a car and would see employment opportunities and quality of life significantly decrease if this plan happened. Also, I don't know how to answer the question about budget distribution as I don't know the current costs. I wish the question asked what my budget priorities My 17 year old son takes the h6 to Brookland, the red line to Dupont then the D2 to school at Duke Ellington School of the Arts. Your current proposal has cuts to all of those modes of transportation including the two bus lines. How exactly is he supposed to get to school? I can't afford an Uber everyday. How are teachers supposed to get to school? Metro?s budget should be much higher, so that a choice between service cuts and fare increases shouldn?t need to exist. Metro should get the money we are spending on war and genocide and fund transportation for the		
mobility. We don?t have a vehicle and use these routes a lot with my small child and find them very useful. Bus Service Do not eliminate the D2 and D6. MANY children rely on these bus lines to get to school. Bus Service I think that Metro needs to be fully funded both for environmental and for equity reasons as many don't have access to a car and would see employment opportunities and quality of life significantly decrease if this plan happened. Also, I don't know how to answer the question about budget distribution as I don't know the current costs. I wish the question asked what my budget priorities Operating Budget, Management and Spending My 17 year old son takes the h6 to Brookland, the red line to Dupont then the D2 to school at Duke Ellington School of the Arts. Your current proposal has cuts to all of those modes of transportation including the two bus lines. How exactly is he supposed to get to school? I can't afford an Uber everyday. How are teachers supposed to get to school? Bus Service Metro?s budget should be much higher, so that a choice between service cuts and fare increases shouldn?t need to exist. Operating Budget, Management and Spending Metro should get the money we are spending on war and genocide and fund transportation for the Bus Service		Bus Service
useful. Bus Service Do not eliminate the D2 and D6. MANY children rely on these bus lines to get to school. Bus Service 1 think that Metro needs to be fully funded both for environmental and for equity reasons as many don't have access to a car and would see employment opportunities and quality of life significantly decrease if this plan happened. Also, I don't know how to answer the question about budget distribution as I don't know the current costs. I wish the question asked what my budget priorities Operating Budget, Management and Spending My 17 year old son takes the h6 to Brookland, the red line to Dupont then the D2 to school at Duke Ellington School of the Arts. Your current proposal has cuts to all of those modes of transportation including the two bus lines. How exactly is he supposed to get to school? I can't afford an Uber everyday. How are teachers supposed to get to school? Bus Service Metro?s budget should be much higher, so that a choice between service cuts and fare increases shouldn?t need to exist. Operating Budget, Management and Spending Metro should get the money we are spending on war and genocide and fund transportation for the Operating Budget, Management and Spending		
Do not eliminate the D2 and D6. MANY children rely on these bus lines to get to school. Bus Service I think that Metro needs to be fully funded both for environmental and for equity reasons as many don't have access to a car and would see employment opportunities and quality of life significantly decrease if this plan happened. Also, I don't know how to answer the question about budget distribution as I don't know the current costs. I wish the question asked what my budget priorities Operating Budget, Management and Spending My 17 year old son takes the h6 to Brookland, the red line to Dupont then the D2 to school at Duke Ellington School of the Arts. Your current proposal has cuts to all of those modes of transportation including the two bus lines. How exactly is he supposed to get to school? I and afford an Uber everyday. How are teachers supposed to get to school? Bus Service Metro?s budget should be much higher, so that a choice between service cuts and fare increases shouldn? The med to exist. Operating Budget, Management and Spending Metro should get the money we are spending on war and genocide and fund transportation for the Operating Budget, Management and Spending		Rus Samira
I think that Metro needs to be fully funded both for environmental and for equity reasons as many don't have access to a car and would see employment opportunities and quality of life significantly decrease if this plan happened. Also, I don't know how to answer the question about budget distribution as I don't know the current costs. I wish the question asked what my budget priorities My 17 year old son takes the h6 to Brookland, the red line to Dupont then the D2 to school at Duke Ellington School of the Arts. Your current proposal has cuts to all of those modes of transportation including the two bus lines. How exactly is he supposed to get to school? I can't afford an Uber everyday. How are teachers supposed to get to school? I can't afford an Uber everyday. How are teachers supposed to get to school? Metro?s budget should be much higher, so that a choice between service cuts and fare increases shouldn?t need to exist. Metro should get the money we are spending on war and genocide and fund transportation for the		
don't have access to a car and would see employment opportunities and quality of life significantly decrease if this plan happened. Also, I don't know how to answer the question about budget distribution as I don't know the current costs. I wish the question asked what my budget priorities Operating Budget, Management and Spending My 17 year old son takes the h6 to Brookland, the red line to Dupont them the D2 to school at Duke Operating Budget, Management and Spending Ellington School of the Arts. Your current proposal has cuts to all of those modes of transportation including the two bus lines. How exactly is he supposed to get to school? I can't afford an Uber everday. How are teachers supposed to get to school? I can't afford an Uber everday. How are teachers supposed to get to school? Bus Service Bus Service Metro?s budget should be much higher, so that a choice between service cuts and fare increases should be the money we are spending on war and genocide and fund transportation for the Operating Budget, Management and Spending		
decrease if this plan happened. Also, I don't know how to answer the question about budget Operating Budget, Management and Spending distribution as I don't know the current costs. I wish the question asked what my budget priorities Operating Budget, Management and Spending My 17 year old son takes the h6 to Brookland, the red line to Dupont then the D2 to school at Duke Operating Budget, Management and Spending Ellington School of the Arts. Your current proposal has cuts to all of those modes of transportation including the two bus lines. How exactly is he supposed to get to school? I car't afford an Uber Bus Service everyday. How are teachers supposed to get to school? Bus Service Bus Service Metro?s budget should be much higher, so that a choice between service cuts and fare increases should bet the money we are spending on war and genocide and fund transportation for the Operating Budget, Management and Spending		
distribution as I don't know the current costs. I wish the question asked what my budget priorities Operating Budget, Management and Spending My 17 year old son takes the h6 to Brookland, the red line to Dupont then the D2 to school at Duke Ellington School of the Arts. Your current proposal has cuts to all of those modes of transportation including the two bus lines. How exactly is he supposed to get to school? I can't afford an Uber everyday. How are teachers supposed to get to school? all within both the H6 route as well as the D2. How are kids supposed to get to school? Bus Service Metro?s budget should be much higher, so that a choice between service cuts and fare increases Operating Budget, Management and Spending Metro should get the money we are spending on war and genocide and fund transportation for the Operating Budget, Management and Spending		
Ellington School of the Arts. Your current proposal has cuts to all of those modes of transportation including the two bus lines. How exactly is he supposed to get to school? I can't afford an Uber everyday. How are teachers supposed to get to work? There are five schools all within both the H6 route as well as the D2. How are kids supposed to get to school? Bus Service Bus Service between service cuts and fare increases shouldn't need to exist. Operating Budget, Management and Spending Management and Spending Service Bus Servic		Operating Budget, Management and Spending
including the two bus lines. How exactly is he supposed to get to school? I can't afford an Uber everyday. How are teachers supposed to get to work? There are five schools all within both the H6 route as well as the D2. How are kids supposed to get to school? I can't afford an Uber Metro?s budget should be much higher, so that a choice between service cuts and fare increases shouldn?t need to exist. Operating Budget, Management and Spending Metro should get the money we are spending on war and genocide and fund transportation for the		
everyday. How are teachers supposed to get to work? There are five schools all within both the H6 route as well as the D2. How are kids supposed to get to school? Bus Service Metro?s budget should be much higher, so that a choice between service cuts and fare increases shouldn? The end to exist. Operating Budget, Management and Spending Metro should get the money we are spending on war and genocide and fund transportation for the Operating Budget, Management and Spending		
route as well as the D2. How are kids supposed to get to school? Bus Service Metro?s budget should be much higher, so that a choice between service cuts and fare increases shouldn?t need to exist. Operating Budget, Management and Spending Metro should get the money we are spending on war and genocide and fund transportation for the		
Metro?s budget should be much higher, so that a choice between service cuts and fare increases shouldn?t need to exist. Operating Budget, Management and Spending Metro should get the money we are spending on war and genocide and fund transportation for the		Rus Sanica
shouldn?t need to exist. Operating Budget, Management and Spending Metro should get the money we are spending on war and genocide and fund transportation for the Image: Comparison of the compar		
Metro should get the money we are spending on war and genocide and fund transportation for the		Operating Budget, Management and Spending

Comment	Category
The Metro is already completely unusable to anyone who wants to go in and out of or around the city	
for recreation on the weekend. The metro needs to expand service to get more people to ride it, not	
slash times and hike prices to bail itself out. Build a better product and people will buy it. It does also seem to me that a regular, easy-to-understand schedule will lead to higher ridership than elaborate	
schedules, blackout times and rush hour services. I don't know.	Capital Budget
I live in DC, in part, because the transit is good. Don't make it bad. I need it.	Miscellaneous
Increasing demand of in person works	Miscellaneous
PLEASE do not get rid of the D2 bus. Hundreds of students rely on that bus to get to schools in	
Northwest. If you remove that bus, it will result in parents having to drive their children to school. This	
will further congest DC streets, disadvantage families who rely on cost-effective transportation to get to	
school, and impact families who do not have flexible work hours.	Bus Service
Enforcing payments of fares would reduce the need for service cuts. Many people, including those who	
do not appear to be poor, are not paying. The proposed changes would cripple the workforce that depends on Metro to get to work, and increase	Bus Service
car traffic to horrific levels. Federal and local government need to step up support of this essential	
service.	Rail Service
Eliminating or reducing service on the D2 and D6 would be catastrophic for DCPS students at the Duke	
Ellington School of the Arts. The vast majority of students live outside of Ward 2 and rely on public	
transit to get to and from school every day (a long day that runs from 8:30 to 5). The burden on	
families, and the resulting traffic and climate impacts, would be terrible for the students and their	
families as well as local residents.	Bus Service
The D2 and D6. Are essential for students and other residents along the routes Reliable, timely service is the defining feature of a well-functioning metro system. Besides DC, I have	Bus Service
lived in and used metro systems in Toronto, NYC, and London. In all of those cities, the wait time for a	
train is 5-6 minutes or less. 10 minutes would be a very long wait. 15 minutes would be considered	
dysfunctional. And as for closing stations, that too would compromise a well-functioning system. As	
you well know, large numbers of people jump the turnstiles. Stop that, increase fares 30-35%, provide	
very big discounts to students and smaller discounts to those living in or near poverty, and keep the	
service timely; that's my advice.	Fares/Fees/Parking
Increase prices with worse service ? There is no way you can motivate this.	Service Levels
bring back pre covid service !!!!!!!! 10 pm is ridiculous and unsafe to do for locals living in the city. if	
you close at 10 pm that means i?ll walk 30 min alone and that?s unsafe. i chose metro because it?s a safe commute. 15 minutes between trains is also ridiculous at that point i?d walk or uber.	Rail Service
IT IS VERY CRITICAL FOR THE T2 TO REMAIN IN FULL OPERATION, THAT IS MY TEAMS ONLY	
TRANSPORTATION BEFORE 7AM AND AFTER MIDNIGHT. PLEASE REINFORCE THE T2 LINE TO REMAIN IN	
FULL OPERATION BASED ON THE SCHEDULE AND NOT REDUCE OR REMOVE THE T2 BUS FROM	
OPERATING. THANK YOU IN ADVANCE FOR THE APPROVAL TO KEEP THE T2 IN OPERATION	Bus Service
Discontinuing bus routes in and around the Greenbelt, College Park, and Berwyn Heights areas are	
short sighted and will cause deep impacts to communities that rely on these routes. Some of these	
routes like C12 and R12 connect communities that otherwise may not have safe routes to walk or get	
around. It may also be short sighted because of the announcement of additional federal agencies	
making plans on building office spaces in the Greenbelt and College Park areas. The D2 serves students from all wards that attend the magnet high school Duke Ellington, and many	Bus Service
students take this from DuPont Metro. It?s imperative that kids, many of whom already have a long	
journey on what?s, reach school in time. This bus also serves many students at Hardy Middle school,	
coming both from DuPont metro and Glover Park. If DC cannot provide school buses it should at a	
minimum ensure public buses serve these routes	Bus Service
Metro should do a better job of making sure people actually pay when they get on the bus. A lot of the	
time, the driver doesn?t stop people who walk on without paying, especially homeless people.	Bus Service
PLEASE DO NOT CUT THE D 2 BUS I work across the river in Anacostia and am a civil servant. Eliminating the D2 would severly hamper by	Bus Service
ability to commute to and from work.	Fares/Fees/Parking
people won't be able to get to work, doctor appts, or hospitals	Miscellaneous
I would like to see meaningful changes to address fare evasion: either make the system pay what you	
choose OR actually enforce the payment of fares.	Fare Evasion/Safety/Crime
Increase rushour train frequency of Orange, Silver, and Blue Lines. Make all rush hour Orange and Silver	
trains 8 cars. Create a Virginia Route (hybrid Silver or Orange without a transfer at Rosslyn to continue	
on Blue) - platform space is limited and with the proposed new arena in Alexandria, WMATA is	
unprepared to accommodate a mass transfer at Rosslyn.	Bus Service
it is unconscionable that each and every year, Metro threatens to cut bus service in my area (and most other areas of the city) yet they demand ever greater amounts of subsidies from DC, MD and VA which	
are paid for from our taxes. At the same time, the QUALITY of service as not appreciably improved nor	
is it likely to in the near future. If that's not bad enough, Metro seems hellbent on massive, costly	
expansion of the Metro subway system which is much more costly than bus service. Its all about 'build	
	Bus Service
baby build' rather than pursuing cost effective service delivery	
The D2 is our only neighborhood bus. You keep trying to cut it. Stop.	Bus Service
The D2 is our only neighborhood bus. You keep trying to cut it. Stop. I gratefully ride the D2 five to 10 times a week	
The D2 is our only neighborhood bus. You keep trying to cut it. Stop. I gratefully ride the D2 five to 10 times a week Let the taxpayers share in these costs, which will reduce some of the negative effects of climate	Bus Service Bus Service
The D2 is our only neighborhood bus. You keep trying to cut it. Stop. I gratefully ride the D2 five to 10 times a week Let the taxpayers share in these costs, which will reduce some of the negative effects of climate change. Don't put the entire burden on the people who don't drive cars, anyway, please.	Bus Service Bus Service Fares/Fees/Parking
The D2 is our only neighborhood bus. You keep trying to cut it. Stop. I gratefully ride the D2 five to 10 times a week Let the taxpayers share in these costs, which will reduce some of the negative effects of climate change. Don't put the entire burden on the people who don't drive cars, anyway, please. Please keep the D2 bus line. It is Glover Park's most convenient metro resource.	Bus Service Bus Service
The D2 is our only neighborhood bus. You keep trying to cut it. Stop. I gratefully ride the D2 five to 10 times a week Let the taxpayers share in these costs, which will reduce some of the negative effects of climate change. Don't put the entire burden on the people who don't drive cars, anyway, please. Please keep the D2 bus line. It is Glover Park's most convenient metro resource. My child takes the D2 twice a day, five days a week to get to school. If you eliminate the D2 and D6 bus	Bus Service Bus Service Fares/Fees/Parking
The D2 is our only neighborhood bus. You keep trying to cut it. Stop. I gratefully ride the D2 five to 10 times a week Let the taxpayers share in these costs, which will reduce some of the negative effects of climate change. Don't put the entire burden on the people who don't drive cars, anyway, please. Please keep the D2 bus line. It is Glover Park's most convenient metro resource.	Bus Service Bus Service Fares/Fees/Parking
The D2 is our only neighborhood bus. You keep trying to cut it. Stop. I gratefully ride the D2 five to 10 times a week Let the taxpayers share in these costs, which will reduce some of the negative effects of climate change. Don't put the entire burden on the people who don't drive cars, anyway, please. Please keep the D2 bus line. It is Glover Park's most convenient metro resource. My child takes the D2 twice a day, five days a week to get to school. If you eliminate the D2 and D6 bus lines, there will be N0 BUSES that service Duke Ellington School of the Arts. The school location is not	Bus Service Bus Service Fares/Fees/Parking Bus Service
The D2 is our only neighborhood bus. You keep trying to cut it. Stop. I gratefully ride the D2 five to 10 times a week Let the taxpayers share in these costs, which will reduce some of the negative effects of climate change. Dor't put the entire burden on the people who don't drive cars, anyway, please. Please keep the D2 bus line. It is Glover Park's most convenient metro resource. My child takes the D2 twice a day, five days a week to get to school. If you eliminate the D2 and D6 bus lines, there will be N0 BUSES that service Duke Ellington School of the Arts. The school location is not metro accessible and students must take either the D2 ro D6 from Dupont Circle.	Bus Service Bus Service Fares/Fees/Parking Bus Service
The D2 is our only neighborhood bus. You keep trying to cut it. Stop. I gratefully ride the D2 five to 10 times a week Let the taxpayers share in these costs, which will reduce some of the negative effects of climate change. Don't put the entire burden on the people who don't drive cars, anyway, please. Please keep the D2 bus line. It is Glover Park's most convenient metro resource. My child takes the D2 twice a day, five days a week to get to school. If you eliminate the D2 and D6 bus lines, there will be NO BUSES that service Duke Ellington School of the Arts. The school location is not metro accessible and students must take either the D2 or D6 from Dupont Circle. The D2 is vital for my DCP5 student to get to and from school every day and she starts with the 42 or 42 in Mt Pleasant. With MANY other students. It is vital to keep those going with regular times as in years past . Not to eliminate. PIz make more jobs, train more drivers. Recruit recent graduates. Instead of	Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service
The D2 is our only neighborhood bus. You keep trying to cut it. Stop. I gratefully ride the D2 five to 10 times a week Let the taxpayers share in these costs, which will reduce some of the negative effects of climate change. Dort put the entire burden on the people who don't drive cars, anyway, please. Please keep the D2 bus line. It is Glover Park's most convenient metro resource. My child takes the D2 twice a day, five days a week to get to school. If you eliminate the D2 and D6 bus lines, there will be N0 BUSES that service Duke Ellington School of the Arts. The school location is not metro accessible and students must take either the D2 or D6 from Dupont Circle. The D2 is vital for my DCPS student to get to and from school every day and she starts with the 42 or 42 in Mt Pleasant. With MANY other students. It is vital to keep those going with regular times as in years past. Not to eliminate. PIE make more jobs, train more drivers. Recruit recent graduates. Instead of cutting times, routes that are in the middle of the city pIz retain those.	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
The D2 is our only neighborhood bus. You keep trying to cut it. Stop. I gratefully ride the D2 five to 10 times a week Let the taxpayers share in these costs, which will reduce some of the negative effects of climate change. Dort put the entire burden on the people who don't drive cars, anyway, please. Please keep the D2 bus line. It is Glover Park's most convenient metro resource. My child takes the D2 twice a day, five days a week to get to school. If you eliminate the D2 and D6 bus lines, there will be N0 BUSES that service Duke Ellington School of the Arts. The school location is not metro accessible and students must take either the D2 or D6 from Dupont Circle. The D2 is vital for my DCPS student to get to and from school every day and she starts with the 42 or 42 in Mt Pleasant. With MANY other students. It is vital to keep those going with regular times as in years past . Not to eliminate. Plz make more jobs, train more drivers. Recruit recent graduates. Instead of cutting times, routes that are in the middle of the city plz retain those. Need to enforce punishment for fare evaders so paying customers' service doesn't erode.	Bus Service Bus Service Fares/Fees/Parking Bus Service Bus Service
The D2 is our only neighborhood bus. You keep trying to cut it. Stop. I gratefully ride the D2 five to 10 times a week Let the taxpayers share in these costs, which will reduce some of the negative effects of climate change. Don't put the entire burden on the people who don't drive cars, anyway, please. Please keep the D2 bus line. It is Glover Park's most convenient metro resource. My child takes the D2 twice a day, five days a week to get to school. If you eliminate the D2 and D6 bus lines, there will be NO BUSES that service Duke Ellington School of the Arts. The school location is not metro accessible and students must take either the D2 or D6 from Dupont Circle. The D2 is vital for my DCPS student to get to and from school every day and she starts with the 42 or 42 in Mt Pleasant. With MANY other students. It is vital to keep those going with regular times as in years past. Not to eliminate. Plz make more jobs, train more drivers. Recruit recent graduates. Instead of cutting times, routes that are in the middle of the city plz retain those. Frequency of train, particularly during rush hour, is vital. I would gladly pay more to keep service	Bus Service Fares/Fees/Parking
The D2 is our only neighborhood bus. You keep trying to cut it. Stop. I gratefully ride the D2 five to 10 times a week Let the taxpayers share in these costs, which will reduce some of the negative effects of climate change. Dor't put the entire burden on the people who don't drive cars, anyway, please. Please keep the D2 bus line. It is Glover Park's most convenient metro resource. My child takes the D2 twice a day, five days a week to get to school. If you eliminate the D2 and D6 bus lines, there will be N0 BUSES that service Duke Ellingtion School of the Arts. The school location is not metro accessible and students must take either the D2 or D6 from Dupont Circle. The D2 is vital for my DCP5 student to get to and from school every day and she starts with the 42 or 42 in Mt Pleasant. With MANY other students. It is vital to keep those going with regular times as in years past . Not to eliminate. PIz make more jobs, train more drivers. Recruit recent graduates. Instead of cutting times, routes that are in the middle of the city pIz retain those. Need to enforce punishment for fare evaders so paying customers' service doesn't erode. Frequency of train, particularly during rush hour, is vital 1 would gladly pay more to keep service frequency up. Parking fares could even be increased more than proposed, maybe 25%.	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
The D2 is our only neighborhood bus. You keep trying to cut it. Stop. I gratefully ride the D2 five to 10 times a week Let the taxpayers share in these costs, which will reduce some of the negative effects of climate change. Dor't put the entire burden on the people who don't drive cars, anyway, please. Please keep the D2 bus line. It is Glover Park's most convenient metro resource. My child takes the D2 twice a day, five days a week to get to school. If you eliminate the D2 and D6 bus lines, there will be N0 BUSES that service Duke Ellington School of the Arts. The school location is not metro accessible and students must take either the D2 or D6 from Dupont Circle. The D2 is vital for my DCPS student to get to and from school every day and she starts with the 42 or 42 in Mt Pleasant. With MANY other students. It is vital to keep those going with regular times as in years past. Not to eliminate. Plz make more jobs, train more drivers. Recruit recent graduates. Instead of cutting times, routes that are in the middle of the city plz retain those. Need to enforce punishment for fare evaders so paying customers' service doesn't erode. Frequency of train, particularly during rush hour, is vital. I would gladly pay more to keep service frequency of train, particularly during rush hour, is vital. In would gladly pay more to keep service frequency of train, particularly during rush hour, is vital in twoid gladly pay more to keep service frequency of train, particularly during rush hour, is vital. I would gladly pay more to keep service frequency of train, particularly during rush hour, is vital in twoid gladly pay more to keep service frequency of train, particularly during rush hour, is vital in twoid gladly pay more to keep service frequency of train, particularly during rush hour, is vital in twoid gladly pay more to keep service frequency of train, particularly during rush hour, is vital in twoid gladly pay more to keep service frequency of train, particularly during rush hour, is vital in two	Bus Service Fares/Fees/Parking
The D2 is our only neighborhood bus. You keep trying to cut it. Stop. I gratefully ride the D2 five to 10 times a week Let the taxpayers share in these costs, which will reduce some of the negative effects of climate change. Don't put the entire burden on the people who don't drive cars, anyway, please. Please keep the D2 bus line. It is Glover Park's most convenient metro resource. My child takes the D2 twice a day, five days a week to get to school. If you eliminate the D2 and D6 bus lines, there will be N0 BUSES that service Duke Ellingtion School of the Arts. The school location is not metro accessible and students must take either the D2 or D6 from Dupont Circle. The D2 is vital for my DCP5 student to get to and from school every day and she starts with the 42 or 42 in Mt Pleasant. With MANY other students. It is vital to keep those going with regular times as in years past . Not to eliminate. PL make more jobs, train more drivers. Recruit recent graduates. Instead of cutting times, routes that are in the middle of the city plz retain those. Need to enforce punishment for fare evaders so paying customers' service doesn't erode. Frequency of train, particularly during rush hour, is vital 1. Would gladly pay more to keep service frequency up. Parking fares could even be increased more than proposed, maybe 25%.	Bus Service Fares/Fees/Parking
The D2 is our only neighborhood bus. You keep trying to cut it. Stop. I gratefully ride the D2 five to 10 times a week Let the taxpayers share in these costs, which will reduce some of the negative effects of climate change. Don't put the entire burden on the people who don't drive cars, anyway, please. Please keep the D2 bus line. It is Glover Park's most convenient metro resource. My child takes the D2 twice a day, five days a week to get to school. If you eliminate the D2 and D6 bus lines, there will be N0 BUSES that service Duke Ellington School of the Arts. The school location is not metro accessible and students must take either the D2 or D6 from Dupont Circle. The D2 is vital for my DCPS student to get to and from school every day and she starts with the 42 or 42 in Mt Pleasant. With MANY other students. It is vital to keep those going with regular times as in years past . Not to eliminate. Plz make more jobs, train more drivers. Recruit recent graduates. Instead of cutting times, routes that are in the middle of the city plz retain those. Need to enforce punishment for fare evaders so paying customers' service doesn't erode. Frequency of train, particularly during rush hour, is vital. I would gladly pay more to keep service frequency up. Parking fares could even be increased more than proposed, maybe 25%. This proposed change would really affect myself and my child getting to work/school. We use the	Bus Service Fares/Fees/Parking
The D2 is our only neighborhood bus. You keep trying to cut it. Stop. I gratefully ride the D2 five to 10 times a week Let the taxpayers share in these costs, which will reduce some of the negative effects of climate change. Don't put the entire burden on the people who don't drive cars, anyway, please. Please keep the D2 bus line. It is Glover Park's most convenient metro resource. My child takes the D2 twice a day, five days a week to get to school. If you eliminate the D2 and D6 bus lines, there will be NO BUSES that service Duke Ellington School of the Arts. The school location is not metro accessible and students must take either the D2 or D6 from Dupont Circle. The D2 is vital for my DCP5 student to get to and from school every day and she starts with the 42 or 42 in Mt Pleasant. With MANY other students. It is vital to keep those going with regular times as in years past . Not to eliminate. Plz make more jobs, train more drivers. Recruit recent graduates. Instead of cutting times, routes that are in the middle of the city plz retain those. Need to enforce punishment for fare evaders so paying customers' service doesn't erode. Frequency of train, particularly during rush hour, is vital. I would gladly pay more to keep service frequency of train, particularly during rush hour, is vital. I would gladly pay more to keep service frequency up. Parking fares could even be increased more than proposed, maybe 25%. This proposed change would really affect myself and my child grotting to work'school. We use the 32,36,M6, F14, D6, 63 every single day! How would we travel to get to work and school specially if we	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
The D2 is our only neighborhood bus. You keep trying to cut it. Stop. I gratefully ride the D2 five to 10 times a week Let the taxpayers share in these costs, which will reduce some of the negative effects of climate change. Don't put the entire burden on the people who don't drive cars, anyway, please. Please keep the D2 bus line. It is Glover Park's most convenient metro resource. My child takes the D2 twice a day, five days a week to get to school. If you eliminate the D2 and D6 bus lines, there will be NO BUSES that service Duke Ellington School of the Arts. The school location is not metro accessible and students must take either the D2 or D6 from Dupont Circle. The D2 is vital for my DCP5 student to get to and from school every day and she starts with the 42 or 42 in Mt Pleasant. With MANY other students. It is vital to keep those going with regular times as in years past . Not to eliminate. Plz make more jobs, train more drivers. Recruit recent graduates. Instead of cutting times, routes that are in the middle of the city plz retain those. Need to enforce punishment for fare evaders so paying customers' service doesn't erode. Frequency of train, particularly during rush hour, is vital. I would gladly pay more to keep service frequency up. Parking fares could even be increased more than proposed, maybe 25%. This proposed change would healt myself and my child getting to work kondo. The bus lines you are trying to cut would hinder myself and my child from getting to work and school. The bus lines you are trying to cut would hinder myself and my child from getting to work and school specially if we have to travel across town and our jobs don't give us metro fare? The D2 and D6 busses cannot be terminated! They are vital to getting many dedicated students to and from school quickly and safely. The G8 bus is also very important to many that I have talked to and I	Bus Service
The D2 is our only neighborhood bus. You keep trying to cut it. Stop. I gratefully ride the D2 five to 10 times a week Let the taxpayers share in these costs, which will reduce some of the negative effects of climate change. Don't put the entire burden on the people who don't drive cars, anyway, please. Please keep the D2 bus line. It is Glover Park's most convenient metro resource. My child takes the D2 twice a day, five days a week to get to school. If you eliminate the D2 and D6 bus lines, there will be N0 BUSES that service Duke Ellington School of the Arts. The school location is not metro accessible and students must take either the D2 or D6 from Dupont Circle. The D2 is vital for my DCP5 student to get to and from school every day and she starts with the 42 or 42 in Mt Pleasant. With MANY other students. It is vital to keep those going with regular times as in years past . Not to eliminate. P1r make more jobs, train more drivers. Recruit recent graduates. Instead of cutting times, routes that are in the middle of the city p1z retain those. Need to enforce punishment for fare evaders so paying customers' service doesn't erode. Frequency of train, particularly during rush hour, is vital 1. Would gladly pay more to keep service frequency up. Parking fares could even be increased more than proposed, maybe 25%. This proposed change would really affect myself and my child greting to work/school. We use the ave to travel across town and our jobs don't give us metro fare? The D2 and D6 buses cannot be terminated They are vital to getting many dedicated students to and from school guickly and safely. The G8 bus is also very important to many that I have talked to and I personally use it more on weekends than anything else	Bus Service Bus Service Bus Servi
The D2 is our only neighborhood bus. You keep trying to cut it. Stop. I gratefully ride the D2 five to 10 times a week Let the taxpayers share in these costs, which will reduce some of the negative effects of climate change. Dor't put the entire burden on the people who don't drive cars, anyway, please. Please keep the D2 bus line. It is Glover Park's most convenient metro resource. My child takes the D2 twice a day, five days a week to get to school. If you eliminate the D2 and D6 bus lines, there will be N0 BUSES that service Duke Ellington School of the Arts. The school location is not metro accessible and students must take either the D2 or D6 from Dupont Circle. The D2 is vital for my DCP5 student to get to and from school every day and she starts with the 42 or 42 in Mt Pleasant. With MANY other students. It is vital to keep those going with regular times as in years past. Not to eliminate. Plr make more jobs, train more drivers. Recruit recent graduates. Instead of cutting times, routes that are in the middle of the city plz retain those. Need to enforce punishment for fare evaders so paying customers' service doesn't erode. Frequency of train, particularly during rush hour, is vital. I would gladly pay more to keep service frequency up. Parking fares could even be increased more than proposed, maybe 25%. This proposed change would really affect myself and my child gretting to work/school. We use the 32,36,M6, F14, D6, 63 every single day! How would we travel to get to work and school especially if we have to travel across town and our jobs don?t give us metro fare? The D2 and D6 busses cannot be terminated! They are vital to getting many dedicated students to and from school quickly and safely. The G8 bus is also very important to many that 1 have talked to and 1 personally use it more on weekneds than anything else Increasing fare and cutting service of metro buses will make some area of the DC area extremely	Bus Service
The D2 is our only neighborhood bus. You keep trying to cut it. Stop. I gratefully ride the D2 five to 10 times a week Let the taxpayers share in these costs, which will reduce some of the negative effects of climate change. Don't put the entire burden on the people who don't drive cars, anyway, please. Please keep the D2 bus line. It is Glover Park's most convenient metro resource. My child takes the D2 twice a day, five days a week to get to school. If you eliminate the D2 and D6 bus lines, there will be N0 BUSES that service Duke Ellington School of the Arts. The school location is not metro accessible and students must take either the D2 or D6 from Dupont Circle. The D2 is vital for my DCPS student to get to and from school every day and she starts with the 42 or 42 in Mt Pleasant. With MANY other students. It is vital to keep those going with regular times as in years past . Not to eliminate. Plz make more jobs, train more drivers. Recruit recent graduates. Instead of cutting times, routes that are in the middle of the city plz retain those. Need to enforce punishment for fare evaders so paying customers' service doesn't erode. Frequency of train, particularly during rush hour, is vital. I would gladly pay more to keep service frequency up. Parking fares could even be increased more than proposed, maybe 25%. This proposed change would really affect myself and my child from getting to work and school. The bus lines you are trying to cut would hinder myself and my child form getting to work and school. We use the 32,36,M6, F14, D6, 63 every single day! How would we travel to get to work and school. Specially if we have to travel across town and our jobs don't give us metro fare? The D2 and D6 busses cannot be terminated! They are vital to getting many dedicated students to and from school quickly and safely. The G8 bus is also very important to many that I have talked to and I personally use it more on weekends than anything else	Bus Service
The D2 is our only neighborhood bus. You keep trying to cut it. Stop. I gratefully ride the D2 five to 10 times a week Let the taxpayers share in these costs, which will reduce some of the negative effects of climate change. Don't put the entire burden on the people who don't drive cars, anyway, please. Please keep the D2 bus line. It is Glover Park's most convenient metro resource. My child takes the D2 twice a day, five days a week to get to school. If you eliminate the D2 and D6 bus lines, there will be N0 BUSES that service Duke Ellington School of the Arts. The school location is not metro accessible and students must take either the D2 or D6 from Dupont Circle. The D2 is vital for my DCP5 student to get to and from school every day and she starts with the 42 or 42 in Mt Pleasant. With MANY other students. It is vital to keep those going with regular times as in years past. Not to eliminate. Plz make more jobs, train more drivers. Recruit recent graduates. Instead of cutting times, routes that are in the middle of the city plz retain those. Need to enforce punishment for fare evaders so paying customers' service doesn't erode. Frequency of train, particularly during rush hour, is vital. I would gladly pay more to keep service frequency up. Parking fares could even be increased more than proposed, maybe 25%. This proposed change would really affect myself and my child gretting to work/school. We use the 32,36,M6, F14, D6, 63 every single day! How would we travel to get to work and school especially if we have to travel across town and our jobs don't give us metro fare? The D2 and D6 busses cannot be terminated! They are vital to getting many dedicated students to and from school quickly and safely. The G8 bus is also very important to many that I have talked to and I personally use it more on weekneds than anything else Increasing fare and cutting service of metro buses will make some area of the DC area extremely	Bus Service

Comment	Category
Most, if not all, students at the performing arts high school Duke Ellington School of the Arts (located in Georgetown) use the bus routes proposed to be eliminated to get to school. Eliminating these bus	
routes would be a major disservice to those students.	Bus Service
Some of these buses after are key transportation to a vast group of ages. Older people (60+) might not	
be able to travel with ease nor will kids be able to either. It creates an inconvenience to those and puts	
people in danger to different areas they might?ve not went to if the services weren?t cut.	Bus Service
I frequently use the 10A bus, and I am opposed to the proposed merger with Metroway. The current routing is an important and well used connection between Pentagon City/Crystal City, Arlandria, Del	
Ray, and Old Town. The current routing should not be changed. Additionally, this idea was originally	
proposed as part of the bus redesign community engagement to be combined with ADDITIONAL service	
on the 10B bus. Proposing this cut now is disingenuous and undermines public trust in the process. The	
proposal will be a devastating loss of bus service to Arlandria and Del Ray. This bus line provides critical	
service for neighborhood residents including underserved service workers in Arlandria. Other service is not an adequate replacement due to frequency, hours of operation, and bus capacity.	Due Capita
This is a disappointing proposal when considered to large capital metro systems around the world,	Bus Service
which run far cheaper and much more frequently around the world. Having to wait 15-20 minutes	
between trains in the nation?s capital and the surrounding area is not a metro system, but rather is	
more similar to a suburban rail system (compare Paris France?s Metro v RER). For example, even having	
lived in Paris France even on days where there were strikes in France in which only 1/3 of the regular service was assured, that itself was still more frequent than some of the proposals herein. Further, the	
increase in metro fees is effectively a regressive tax on the poor, working class individuals who depend	
on the infrastructure to get to work. Limiting the stops and metro frequency adds to an already busy	
day when one is trying to make ends meet and juggle multiple obligations. Finally, it?s a shame that in	
an increasing age of climate awareness that these proposal are effective encouraging more carbon	
heavy ways of transportation.	Bus Service
I hope WMATA does not cut service or reduce fares but instead expands service and reduces them. It needs proper funding from Maryland, DC, and Virginia to address the shortfall and add to the budget	
for improvements.	Operating Budget, Management and Spending
The D2 (and D6) is a key bus connecting the redline to Georgetown area. This is how my children get to	
school and it would make it very difficult and extend my daughters already 1.25 hour commute for this	
bus to be removed. The changes proposed impact both my children from getting to an from school. I	
remind metro that public tranportation is the only way that kids get to school and that separate busing	Bus Service
is not provided. The changes on the 80 and G8 will also lengthen her commute times. If you get rid of the D2 bus service, the majority of my entire school will have absolutely no way to get	
home on time, forcing many young people onto possibly dangerous routes in the dark as the school	
gets out at 4:55. Without the D2 my route would take two hours, I would get home at 7 PM, I am a	
young girl and this could be VERY dangerous for me and my friends as well as incredibly impractical for	
my work schedule as a full time student.	Bus Service
Please do not cut the D2, G2 or D6. I have no car in DC and these would prevent me from traveling to work.	Bus Service
I ride D6 to go to Ellington every day of the week this route make it so I can get to school (along with	
many other students)on time every day losing this route would be detrimental to how I get to school	
every day	Bus Service
A lot of the proposed bus routes for elimination or route changes are essential routes for students.	
These proposed changes would interfere drastically with students? ability to travel to school in a timely	
manor. Please consider maintaining routes that service students at least during before and after school	
manor. Please consider maintaining routes that service students at least during before and after school times. It's better to decrease frequency on these routes than eliminate or change them. I urge you to	
manor. Please consider maintaining routes that service students at least during before and after school times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final	
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions.	Bus Service
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community.	Bus Service Bus Service
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so	
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step	
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so	
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful.	
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New	Bus Service
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two	Bus Service
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New	Bus Service
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green LIne) and New Carrollton (Orange Line). For persons without a car or	Bus Service
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green Llne) and New Carrollton (Orange Line). For persons without a car or persons to access the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 inters seems especially shortsighted right now, given that	Bus Service Capital Budget
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green Llne) and New Carrollton (Orange Line). For persons without a car or persons to access the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 lines seem sepscially shortsighted right now, given that the Purple Line is under construction. When the Purple Line is completed, it will create important travel	Bus Service Capital Budget
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green Llne) and New Carrollton (Orange Line). For persons without a car or persons to access the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 lines seems especially shortsighted right now, given that the Purple Line is under construction. When the Purple Line is completed, it will create important travel hubs at New Carrollton and at College Park. The G12 and the R12 provide ready access to thos	Bus Service Capital Budget
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green Llne) and New Carrollton (Orange Line). For persons without a car or persons who cannot drive due to a disability or age, the Metrobus service is a lifeline, enabling those persons to access the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 lines seems especially shortsighted right now, given that the Purple Line is completed, it will create important trave hubs at New Carrollon and at College Park. The G12 and the R12 provide ready access to those stations. Without those two lines, getting to the Purple Line sitons will be difficult, if not impossible,	Bus Service Capital Budget
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green Llne) and New Carrollton (Orange Line). For persons without a car or persons to access the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 lines seems especially shortsighted right now, given that the Purple Line is under construction. When the Purple Line is completed, it will create important travel hubs at New Carrollton and at College Park. The G12 and the R12 provide ready access to thos	Bus Service Capital Budget
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green Llne) and New Carrollton (Orange Line). For persons without a car or persons who cannot drive due to a disability or age, the Metrobus service is a lifeline, enabiling those persons to access the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 ines seems especially shortsighted right now, given that the Purple Line is completed, it will create important travel hubs at New Carrollton and at College Park. The G12 and the R12 provide ready access to those stations. Without those two lines, getting to the Purple Line stations will be difficult, if not impossible, for those without a car or the ability to drive. In an era when public policy is increasing turning to public	Bus Service Capital Budget
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green Line) and New Carrollton (Orange Line). For persons without a car or persons who cances the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 lines seems especially shortsighted right now, given that the Purple Line is completed, it will create important travel hubs at New Carrollton and at College Park. The G12 and the R12 provide ready access to to these two lines, getting to the Purple Line stations will be difficult, if not impossible, for those without a car or the ability to drive. In an era when public policy is increasing turning to public transportation as a means to eliminate highway congestion and additional harm to our climate, the elimination of bus service makes no sense. A final note: the G12 route includes a stop at Doctors	Bus Service Capital Budget
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green LIne) and New Carrollton (Orange Line). For persons without a car or persons who cannot drive due to a disability or age, the Metrobus service is a lifeline, enabiling those persons to access the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 lines seems especially shortsighted right now, given that the Purple Line is under construction. When the Purple Line is completed, it will create important travel hubs at New Carrollton and at College Park. The G12 and R12 provide ready access to those stations. Without those two lines, getting to the Purple Line sitience and timpossible, for those without a car or the ability to drive. In an era when public policy is increasing turning to public transportation as a means to eliminate highway congestion and additional harm to our climate, the elimination of bus service makes no sense. A final note: the G12 route includes a stop at Doctors for those seeking medical care at the doctors' offices adjacent to the Hospital. Without the bus, these	Bus Service Capital Budget
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green Line) and New Carrollton (Orange Line). For persons without a car or persons who cannot drive due to a disability or age, the Metrobus service is a lifeline, enabling those persons to access the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 lines engeically shortsighted right now, given that the Purple Line is under construction. When the Purple Line is completed, it will create important travel hubs at New Carrollton and at College Park. The G12 and the R12 provide ready access to those stations. Without those two lines, getting to the Purple Line stations will be difficult, if not impossible, for those without a car or the ability to drive. In an era when public policy is increasing turning to public transportation as a means to eliminate highway congestion and additional harm to our climate, the elimination of bus service makes no sense. A final note: the G12 route includes a stop at Doctors Hospital/Luminis Health in Lanham on the way to and from New Carrollton. This is an important service for those seeking medic	Bus Service Capital Budget
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green Llne) and New Carrollton (Orange Line). For persons without a car or persons who cannot drive due to a disability or age, the Metrobus service is a lifeline, enabling those persons to access the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 lines seems especially shortsighted right now, given that the Purple Line is under construction. When the Purple Line is completed, it will create important travel hubs at New Carrollton at a College Park. The G12 and the R12 provide ready access to those stations. Without those two lines, getting to the Purple Line taitons will be difficult, if not impossible, for those without a car or the ability to drive. In an era when public policy is increasing turning to public transportation of bus service makes no sense. A final note: the G12 route includes a stop at Doctors Hospital/Luminis Health in Lanham on the way to and from New Carrollton. This is an important service for those weidhand the us, these patients would have to rosort to taxis or dis shaing options that may not be affordab	Bus Service Capital Budget
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green Line) and New Carrollton (Orange Line). For persons without a car or persons who cannot drive due to a disability or age, the Metrobus service is a lifeline, enabling those persons to access the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 lines engeically shortsighted right now, given that the Purple Line is under construction. When the Purple Line is completed, it will create important travel hubs at New Carrollton and at College Park. The G12 and the R12 provide ready access to those stations. Without those two lines, getting to the Purple Line stations will be difficult, if not impossible, for those without a car or the ability to drive. In an era when public policy is increasing turning to public transportation as a means to eliminate highway congestion and additional harm to our climate, the elimination of bus service makes no sense. A final note: the G12 route includes a stop at Doctors Hospital/Luminis Health in Lanham on the way to and from New Carrollton. This is an important service for those seeking medic	Bus Service Capital Budget
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green LIne) and New Carrollton (Orange Line). For persons without a car or persons who cannot drive due to a disability or age, the Metrobus service is a lifeline, enabiling those persons to access the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 lines seems especially shortsighted right now, given that the Purple Line is under construction. When the Purple Line is completed, it will create impossible, for those without a car or the ability to drive. In an era when public policy is increasing turning to public transportation as a means to eliminate highway congestion and additional harm to our climet, the elimination of bus service makes no sense. A final note: the G12 route includes as top at Doctors Hospital. Luminis Health in Lanham on the way to and from New Carrollton. This is an important service for those seeking medical care at the doctors' offices adjacent to the Hospital. Without the bus, these patients would have to resort to taxis or ride sharing options that may not be affordable. Persens with disabilities will b	Bus Service Capital Budget
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green Line) and New Carrollton (Orange Line). For persons without a car or persons who cannot drive due to a disability or age, the Metrobus service is a lifeline, enabling those persons to access the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 lines seems especially shortsighted right now, given that the Purple Line is under construction. When the Purple Line is completed, it will create important trave hubs at New Carrollton and at College Park. The G12 and the R12 provide ready access to those stations. Without those two lines, getting to the Purple Line isations will be difficult, if not impossible, for those without a car or the ability to drive. In an era when public policy is increasing turning to public transportation as a means te eliminate inghway congestion and additional harm to our climate, the elimination of bus service at the doctors' offices adjacent to the Hospital. Without the bus, these patients would have to resort to taxis or ride sharing options that may not be affordable. Persons with disabilitis will	Bus Service Bus Service
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green LIne) and New Carrollton (Orange Line). For persons without a car or persons who cannot drive due to a disability or age, the Metrobus service is a lifeline, enabiling those persons to access the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 ines seems especially shortsighted right now, given that the Purple Line is under construction. When the Purple Line is completed, it will create important travel hubs at New Carrollton and at College Park. The G12 and the R12 provide ready access to those stations. Without those two lines, getting to the Purple Line sincreasing turning to public transportation as means to eliminate highway congestion and additional harm to our climate, the elimination fibus service makes no sense. A final note: the G12 route includes a stop at Doctors Hoospital. Luminis Health in Lanham on the way to and from New Carrollton. This is an important service for those seeking medical care at the doctors' offices adjacent to the Hospital. Without the bus, these patients would have to resort to taxis or ri	Bus Service Capital Budget
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green LIne) and New Carrollton (Orange Line). For persons without a car or persons who cannot drive due to a disability or age, the Metrobus service is a lifeline, enabiling those persons to access the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 lines seems especially shortsighted right now, given that the Purple Line is under construction. When the Purple Line is completed, it will create important travel hubs at New Carrollton and at College Park. The G12 and R12 provide ready access to those stations. Without those two lines, getting to the Purple Line sitional harm to our climate, the elimination of bus service makes no sense. A final note: the G12 route includes a stop at Doctors Hospital/Luminis Health in Lanham on the way to and from New Carrollton. This is an important service for those seeking medical care at the doctors' offices adjacent to the Hospital. Without the bus, these patients would have to resort to taxis or ride sharing options that may not be affordable. Persons with disabilities will be especially ne	Bus Service Bus Service
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green LIne) and New Carrollton (Orange Line). For persons without a car or persons who cannot drive due to a disability or age, the Metrobus service is a lifeline, enabiling those persons to access the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 lines seems especially shortsighted right now, given that the Purple Line is completed, it will create important travel hubs at New Carrollton and at College Park. The G12 and the R12 provide rady access to those stations. Without those two lines, getting to the Purple Line is increasing turning to public transportation as a means to eliminate highway congestion and additional harm to our climate, the elimination of bus service makes no sense. A final note: the G12 routes a stop at Doctors Hospital. Wuithout the versor to taxis or ride sharing options that may not be affordable. Persons with disabilities will be especially negatively affected by the elimination of service. I urge you to reconsider these cuts. Elimination of bus service affects those most who can least likely afford a	Bus Service Bus Service
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green Llne) and New Carrollton (Orange Line). For persons without a car or persons who cannot drive due to a disability or age, the Metrobus service is a lifeline, enabling those persons to access the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 lines seems especially shortsighted right now, given that the Purple Line is under construction. When the Purple Line is completed, it will create important travel hubs at New Carrollton and at College Park. The G12 and the R12 provide ready access to those stations. Without those two lines, getting to the Purple Line tations will be difficult, if not impossible, for those without a car or the ability to drive. In an era when public policy is increasing turning to public transportation of bus service makes no sense. A final note: the G12 route includes a stop at Doctors Hospital/Luminis Health in Lanham on the way to and from New Carrollton. This is an important service for those without dace or or teaks informing the public transportation. You are eliminating their lifelines to the w	Bus Service Bus Service Bus Service
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green Llne) and New Carrollton (Orange Line). For persons without a car or persons who cannot drive due to a disability or age, the Metrobus service is a lifeline, enabling those persons to access the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 lines seems especially shortsighted right now, given that the Purple Line is under construction. When the Purple Line is completed, it will create important travel hubs at New Carrollton and at College Park. The G12 and the R12 provide ready access to those stations. Without those two lines, getting to the Purple Line is difficult, if not impossible, for those without a car or the ability to drive. In an ea when public policy is increasing turning to public transportation of bus service makes on sense. A final note: the G12 route includes a stop at Doctors Hospital/Luminis Health in Lanham on the way to and from New Carrollton. This is an important service for those seeking medical care at the doctors' offices adjacent to the Hospital. Without the bus, these patients would have to	Bus Service Bus Service Bus Service Bus Service Bus Service
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green Llne) and New Carrollton (Orange Line). For persons without a car or persons who cannot drive due to a disability or age, the Metrobus service is a lifeline, enabling those persons to access the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 lines seems especially shortsighted right now, given that the Purple Line is under construction. When the Purple Line is completed, it will create important trave hubs at New Carrollton and at College Park. The G12 and the R12 provide ready access to those stations. Without those two lines, getting to the Purple Line istions will be difficult, if not impossible, for those without a car or the ability to drive. In an era when public policy is increasing turning to public transportation as a means to eliminate in glaway congestion and additional harm to our climate, the elimination of bus service affects those most who can least likely afford an alternative form of transportation. You are elimination of bus service affects those most who can least likely afford an alternative form of fu	Bus Service Bus Service Bus Service Bus Service Bus Service
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green LIne) and New Carrollton (Orange Line). For persons without a car or persons who cannot drive due to a disability or age, the Metrobus service is a lifeline, enabiling those persons to access the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 lines seems especially shortsighted right now, given that the Purple Line is completed, it will create important travel hubs at New Carrollton and at College Park. The G12 and the R12 provide ready access to those stations. Without those two lines, getting to the Purple Line istions will be difficult, if not impossible, for those without a car or the ability to drive. In an era when public policy is increasing turning to public transportation as a means to eliminate highway congestion and additional harm to our climate, the elimination of bus service as the doctors' offices adjacent to the Hospital. Without the bus, these patients would have to resort to taxis or ride sharing options that may not be affordable. Persons with disabilities will be especially negatively affected by the e	Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Service Service
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green Llne) and New Carrollton (Orange Line). For persons without a car or persons who cannot drive due to a disability or age, the Metrobus service is a lifeline, enabling those persons to access the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 lines seems especially shortsighted right now, given that the Purple Line is under construction. When the Purple Line is completed, it will create important travel hubs at New Carrollton and at College Park. The G12 and the R12 provide ready access to those stations. Without those two lines, getting to the Purple Line stations will be difficult, if not impossible, for those without a car or the ability to drive. In an ea when public policy is increasing turning to public transportation of bus service makes on sense. A final note: the G12 route includes a stop at Doctors Hospital/Luminis Health in Lanham on the way to and from New Carrollton. This is an important service for those weiking medical care at the doctors' offices adjacent to the Hospital. Without the bus, these patients	Bus Service Bus Service Bus Service Bus Service Bus Service
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green Line) and New Carrollton (Orange Line). For persons without a car or persons who cannot drive due to a disability or age, the Metrobus service is a lifeline, enabling those persons to access the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 lines seems especially shortsighted right now, given that the Purple Line is under construction. When the Purple Line is completed, it will create important travel hubs at New Carrollton and at College Park. The G12 route includes a stop at Doctors Hospital. Without those two lines, getting to the Purple Line is increasing turning to public transportation of bu service makes no sense. A final note: the G12 route includes a stop at Doctors Hospital/Luminis Health in Lanham on the way to and from New Carrollton. This is an important service for those seeking medical care at the doctors' offices adjacent to the Hospital. Without the bus, these patients would have to resorice takes no sense. A final note: the G12 arout includes a stop at Doctors Hospital/Luminis Health in Lanham on the	Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Service Service
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green Llne) and New Carrollton (Orange Line). For persons without a car or persons who cannot drive due to a disability or age, the Metrobus service is a lifeline, enabling those persons to access the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 lines seems especially shortsighted right now, given that the Purple Line is under construction. When the Purple Line is completed, it will create important travel hubs at New Carrollton and at College Park. The G12 and the R12 provide ready access to those stations. Without those two lines, getting to the Purple Line stations will be difficult, if not impossible, for those without a car or the ability to drive. In an ea when public policy is increasing turning to public transportation of bus service makes on sense. A final note: the G12 route includes a stop at Doctors Hospital/Luminis Health in Lanham on the way to and from New Carrollton. This is an important service for those weiking medical care at the doctors' offices adjacent to the Hospital. Without the bus, these patients	Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Service Service
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green LIne) and New Carrollton (Orange Line). For persons without a car or persons who cannot drive due to a disability or age, the Metrobus service is a lifeline, enabling those persons to access the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 lines seems especially shortsighted right now, given that the Purple Line is under construction. When the Purple Line is completed, it will create important travel hubs at New Carrollton and at College Park. The G12 and the R12 provide ready access to those stations. Without those two lines, getting to the Purple Line stations will be difficult, if not impossible, for those without a car or the ability to drive. In an ea when public policy is increasing turning to public transportation of bus service makes on sense. A final note: the G12 route includes a stop at Doctors Hospital/Luminis Health in Lanham on the way to and from New Carrollton. This is an important service for those seeking medical care at the doctors' offices adjacent to the Hospital. Without the bus, these patients wou	Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Service Service
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green Llne) and New Carrollton (Orange Line). For persons without a car or persons to acnot drive due to a disability or age, the Metrobus service is a lifeline, enabling those persons to access the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 lines seems especially shortsighted right now, given that the Purple Line is under construction. When the Purple Line stations will be difficult, if not impossible, for those without a car or the ability to drive. In an era when public policy is increasing turning to public transportation as a means to eliminate highway congestion and additional harm to our climate, the elimination of bus service affects hose most who can leas likely afford an alternative form of transportation. You are eliminating their lifelines to the world. I go to Duke Ellington School of the Arts and take either the d2 d3 as or 31 almost every day, as do most of my classmates. Reducing/Eliminating service and reductions in 12. There are no alternative form of transportation. You are eliminating ther lifelines	Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Service Service
times. It?s better to decrease frequency on these routes than eliminate or change them. I urge you to bear in mind the students who will suffer at the hand of these changes before making any final decisions. Cutting out D6 & G2 will further isolate the Georgetown community. It is shameful to be the subway service in the nation's capital and be: 1) so very expensive and 2) so infrequent. Doing the opposite would drive more ridership. The feds and local jurisdictions should step up their support. It is an investment that may take a while to see results, ut it should work. Riders are used to thinking of Metro as too infrequent to be convenient and too expensive to be attractive. Shameful. The G12 and R12 routes provide essential service to the communities of Greenbelt, Lanham, New Carrollton, College Park, and areas in between. In particular, the G12 provides critical access to two Metro stations: Greenbelt (Green Llne) and New Carrollton (Orange Line). For persons without a car or persons who cannot drive due to a disability or age, the Metrobus service is a lifeline, enabling those persons to access the Metro lines for transportation to work, school, shopping, family visits, or leisure activities. The elimination of the G12 and R12 lines seems especially shortsighted right now, given that the Purple Line is under construction. When the Purple Line is completed, it will create important travel hubs at New Carrollton and at College Park. The G12 and the R12 provide ready access to those stations. Without those two lines, getting to the Purple Llne stations will be difficult, if not impossible, for those without a car or the ability to drive. In an ea when public policy is increasing turning to public transportation of bus service makes on sense. A final note: the G12 route includes a stop at Doctors Hospital/Luminis Health in Lanham on the way to and from New Carrollton. This is an important service for those seeking medical care at the doctors' offices adjacent to the Hospital. Without the bus, these patients	Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Service Service

Comment	Category
Only cut some of the buses that are not used at all by riders. Keep the actual price and make sure every	curegory
body pay.	Bus Service
I use the Forest Glen Metro regularly and would hate to see closures there. It gets trains infrequently enough already!	Rail Service
Buses are essential to cathedral, Wesley heights, glover park, and Georgetown	Bus Service
Focus on safety and assess and prioritize equity. Safety inspections and repairs/upgrades should be #1	
priority. Bus line cuts will have the greatest hit on lower-income communities that have marginalized	
and underserved for generations. Maintain sufficient bus service, including for shift workers that work late hours. Do not make fancy upgrades to metro stations.	Bus Service
The G12 is used by kids to go to Greenbelt Elementary School and Eleanor Roosevelt HS. The G12 is the	
only bus that passes Greenbelt ES. Maybe WMATA could partner with school systems to help with their	
transportation problems, where WMATA is already stopping near a school, in exchange for some	Bus Service
The stations and lines you want to cut are critical for our working citizens who can?t afford to drive. Quality rail and bus service is better for the environment - you?ll be forcing people to take environment	
harming transportation. Perhaps take a closer look at the budget; there has to be some option between	
decreasing service and raising fares both of which harm citizens and the planet by decreasing ridership.	
You?re also going to hurt yourselves - decreasing ridership = decreasing revenue. I am sorry Metro is facing a budget shortfall, but cutting off whole neighborhoods from public	Operating Budget, Management and Spending
transportation options is not the answer. I pay a senior rate for bus service and am willing to have my	
fare increased, if it would guarantee retaining service in my neighborhood.	Operating Budget, Management and Spending
If automation of the trains occurs (which will help with not feeling nauseous from the braking and accelerating currently frequently experienced in metro), that will result in fewer train operators, it	
seems like a prime opportunity for WMATA to utilize those cost-savings to offset come proposed cuts.	
Also, it seems people think buses are free (and metro too). It would seem that enforcement of fare	
evasion laws would greatly assist with the budget shortfall. I?ve been on buses where one person paid and nine others just walked on. I hope WMATA is thinking about ways to not put staff safety in	
jeopardy though to use technology and infrastructure to address this growing issue.	Operating Budget, Management and Spending
How about fixing the non-functioning card readers on buses? Why raise fares when you won?t be	
collecting many of them anyway? Maintenance matters.	Bus Service
the T2 is the only route to serve my neighborhood. If it is removed it will effect my property value and make it much more expensive to get around. It would reduce the likelihood I could get anyone to do	
cleaning work at my home and make it impossible for me to stay in my home as I get older and	
eventually give up my car or am unable to pay parking fees in DC.	Bus Service
It is fundamentally inequitable to propose to raise fares by 25%, and parking by only 20%. Clearly a 1% increase in fares would raise more than the same for parking, but those with cars are clearly better off	
than the many customers who do not have them at all. Any increase in costs to riders should fall more	
heavily on those with a greater ability to pay. The buses serving Glover Park, Cathedral Heights, Wesley	
Heights and other areas not served by MetroRail cannot be abandoned while the wealthy suburbs	
continue to have rail service. The D6 bus line is incredibly critical to the grade 5-12 transportation between Capitol Hill neighborhood	Bus Service
and both BASIS DC and Washington Latin Charter schools!	Bus Service
An increase in pricing would end up costing way more than paid parking in downtown DC. It?s already	
about the same price for me ? and many companies pay for free parking (including mine). Longer wait times and a more expensive trip gives me no incentive to use metro rail or bus ? despite maybe being a	
slightly shorter commute. I would end up just driving downtown to work.	Bus Service
If you cut the D2 line and reduce service for the 31 and 33, that's essentially all of Georgetown that	
does not have Metro access in a timely and reliable manner, as we do not have a Metro station within any reasonable walking distance. Please, please consider that when making cuts so you don't strand	
people who are trying to get to work.	MetroAccess
VA and MD need to pay their share.	Miscellaneous
The area of largest concern to me would be potentially closing 10 metro stations. For me and my husband, the location of the Forest Glen metro station played a significant role in deciding where we	
would buy a home. Especially as we grow our family, having a reliable, public transportation option	
nearby is vital and is one of the key reasons we love the neighborhood we live in.	Rail Service
Are people still not paying by jumping over fare card stands? That loss has to be recovered before	n In
paying riders are penalized for this continuing blatant theft. Please do not cut the 16Y service. It is the only route along Columbia Pike that provides direct rush hour	Fares/Fees/Parking
service into DC and is consistently busy. It is the reason I purchased my home and would directly	
impact my commute to work. If service were to be cut, I would not continue to use Metro or Metrobus	
and would instead choose to drive thus adding yet another car to the roads. Please do not discontinue this route, many people depend on it.	Bus Service
The bus route that my family relies on to get to doctor's appointments is one of the routes eliminated	
by the proposals. That route is one of the ways that we have been able to reduce our car dependence,	
which is something we value about living in the city. I hope that WMATA can avoid the death spiral of cutting service and raising fares. Our family can afford higher fares without significant changes to our	
budget. However, we are concerned for other families in the area who do not have the same slack in	
their budget and hope that the reduced fare rates will include them.	Operating Budget, Management and Spending
The availability of NH2 from National Harbor is the reason I chose to live at National Harbor. Without NH2 - I have no easy way to get to work without having to ride the bus out of my way and more than	
doubling my time.	Bus Service
There must be other ways of seeking funding to address this issue. Metro is an essential service. I know	
several people who will lose their jobs and/or have to move and/or be unable to access NEEDED food,	Capital Budget
aging, health, and basic needs services because of these changes, including home-bound seniors. Real people use Metrobus for school and jobs. If prices need to be raised, so be it, but eliminating a	Capital Budget
vital public service is not acceptable	Bus Service
The 33 is a very popular route, running from downtown to neighborhoods during commuting hours.	
The proposal would effectively change the 33 route into the 31's current route, but the 31 is not as popular of a route, so the change will not improve WMATA's budget deficit. It would likely only cause	
WMATA's deficit to continue to grow, because of less ridership. The D2 is the most efficient way for	
residents of Glover Park to access a subway line. Other options take much longer. Perhaps more	
limitations on bus passengers who do not pay to ride would help raise WMATA's income. 1. Stop all 24 hrs bus services. 2. Drop SNAP smarttrip card program since it's a scam & OVERCHARGES	Operating Budget, Management and Spending
PATRONS FOR RAIL USEAGE. 3. Stop reducing patrons services in predominantly ethnic/ poor areas who	
daily living & work travel relies on WMATA. 4. This why more patrons are using Ubers & Lyfts as	
transportation. While I use metro bus and metro rail for use outside of work, I think retaining services for low-income	Bus Service
workers and students is essential.	Bus Service
New York Control of the Control of t	

Comment	
	Category
If you cut services as proposed here, you will lose even more riders and set off a negative funding spiral.	
Therefore, it would be better to maintain services and raise fairsbut offer subsidies so those least able	
to afford it will not be harmed. Also, if installing better gates to stop fare jumpers is raising additional revenue, please be sure to install in all stations. Thank you for considering public opinion on this critical	
matter. Ensuring sufficient metro service is imperative to the well-being of our communities!	Capital Budget
The metro and bus is one thing the government should oversee and overall it?s not great. Service is	
inconsistent and bus stops and metro stations are dirty and dangerous. Many people rely on it for	
transportation and reducing service is a great way to upset the public	Bus Service
I think what's confusing is how contradictory many of these proposals are: for instance, how is there a	
proposal for extended metrorail hours on the weekend and simultaneous proposals for reduced service	
hours/more infrequent service? Having lived in many major cities around the world, I don't understand	
why WMATA has such infrequent service, even if its budget is lower than elsewhere. My biggest issue is how high fares are. It often feels as though riders are penalized for systemic failures to acquire funding	
when it is not our fault. All this is doing is discouraging people from taking public transportation and	
consequently potentially causing more traffic and more reliance on cars to the detriment of the	
environment. Not to mention the fact that so many people rely on public transit, especially in lower-	
income areas, and these routes are often the first affected by proposals to cut or minimize service. The	
fact that so many riders evade fares, including people in high-paying jobs who absolutely could be	
paying, means that fares are likely already too high, but fare evasion probably needs to be more	
addressed if the issue is not having money. I use NH2 bus a couple times a month month or so to get to trains at King Street & then to DCA Airport	Operating Budget, Management and Spending
& Fashion Mall (Pentagon City) & Tysons Corner. Cutting this bus service means I will just drive to	
theses places.	Bus Service
I use NH2 at least three times a week to go from National Harbor to King Street. It is a key access point	
for me to go to work in the city. NH1 takes twice as long, and the Green line at Southern Station is	
further away for me to downtown. NH2 also gives me the ability to use public transportation to DCA	
and IAD. If NH2 is cut, my ridership on Metro probably drops 85%. I would rather see a 50% price	
increase than lose the NH2 bus.	Bus Service
The bus service through Georgetown is very important since there is no metro service there. I take the	
G2, D2, D6 multiple times a week. I take senior audit classes at Georgetown University, have all my	
doctors at Georgetown Medstar Hospital and am a parishioner at Holy Trinity Church (which has almost 7000 active families) so use the bus on Sundays for Mass and other days for other church events. I also	
use the .N2, N4 or N6 to go up to Friendship Heights for classes.	Bus Service
Do not cut the D2 line. Many in the Glover Park neighborhood depend on it, including school children,	
downtown office commuters and elderly.	Bus Service
When I have to take metro, I have to take it. But sometimes the trips already feel long, especially when	
I have to make a couple of changes.	Rail Service
Please reconsider cutting service to Georgetown's campus and to Mt. Pleasant and Columbia Heights.	
These are crucial thoroughfares to access parts of the city.	Fares/Fees/Parking
I was filling out this survey because of the proposed elimination of the M-4 bus route. But the M-4 bus elimination is not included in this survey. The survey seems to be badly flawed! I strongly oppose the	
elimination is not included in this survey. The survey seems to be bady hawed: I strongly oppose the	Miscellaneous
Combine the NH1 and NH2 routes to have buses travel between Southern Ave and King St Metro	INISCENENEOUS
stations. Instead of having the suggested MW1 route go from Braddock Rd Metro station to 1st St-	
Fayette to Potomac Ave-Richmond Hwy, go from Braddock Rd Metro station, go west on Braddock Rd,	
go north on Mt Vernon, go east on Monroe Ave, go north on the ramp to Potomac Ave-Richmond Hwy	
using the current 10A-10B bus stops and a bus stop at the Monroe Ave CVS-Aldi-YMCA	Bus Service
Our neighborhood needs T2.	Bus Service
Alternative funding idea, cutting back 6,7 figure salary pay at the top.	Capital Budget
The closure of Forest Glen Metro station would severely negatively affect my family. My wife and I use	
this station to travel to and from work in DC and it is one of the main reasons we chose to purchase a house where we did 2 years ago. As our family grows, this would also severely negatively affect the	
options we have for child care and the amount of time we spend with our family. PLEASE DO NOT	
CLOSE FOREST GLEN STATION!!	Rail Service
CLOSE FOREST GLEN STATION!! Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic	Rail Service
	Rail Service
Proposed changes to 12, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially	Rail Service
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public	Rail Service
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial	
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE	Rail Service Bus Service
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE I prefer that Metro address its budget shortfalls by drastically cutting management salaries and slightly	
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE	
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE I prefer that Metro address its budget shortfalls by drastically cutting management salaries and slightly cutting employee salaries, since Metro has failed to be beholden to the people of the DMV and provide	
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will in o longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE I prefer that Metro address its budget shortfalls by drastically cutting management salaries and slightly cutting employee salaries, since Metro has failed to be beholden to the people of the DMV and provide them an essential public service. Stop scamming us with a slider bar that only allows us to select	
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE I prefer that Metro address its budget shortfalls by drastically cutting management salaries and slightly cutting employee salaries, since Metro has failed to be beholden to the people of the DMV and provide them an essential public service. Stop scamming us with a slider bar that only allows us to select unethical price increases or unethical service cuts. Simply cut your salary till you all work hard enough to make Metro work. I already can't take the bus because it comes every 30 minutes, which might as well be never when you have a family and a job. I was certain you'd increase service to every 5-10	
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will in o longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE I prefer that Metro address its budget shortfalls by drastically cutting management salaries and slightly cutting employee salaries, since Metro has failed to be beholden to the people of the DMV and provide them an essential public service. Stop scamming us with a slider bar that only allows us to select unethical price increases or unethical service cuts. Simply cut your salary till you all work hard enough to make Metro work. I already can't take the bus because it comes every 30 minutes, which might as well be never when you have a family and a job. I was certain you'd increase service to every 5-10 minutes like any civilized country any time now, and instead you shamefully propose to kick us into the	
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will in o longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE I prefer that Metro address its budget shortfalls by drastically cutting management salaries and slightly cutting employee salaries, since Metro has failed to be beholden to the people of the DMV and provide them an essential public service. Stop scamming us with a slider bar that only allows us to select unethical price increases or unethical service cuts. Simply cut your salary till you all work hard enough to make Metro work. I already can't take the bus because it comes every 30 minutes, which might as well be never when you have a family and a job. I was certain you'd increase service to every 5-10 minutes like any civilized country any time now, and instead you shamefully propose to kick us into the fourth world. Why fourth world? A quick Google Maps search will show you that the buses in Lagos,	Bus Service
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE I prefer that Metro address its budget shortfalls by drastically cutting management salaries and slightly cutting employee salaries, since Metro has failed to be beholden to the people of the DMV and provide the an essential public service. Stop scamming us with a slider bar that only allows us to select unethical price increases or unethical service cuts. Simply cut your salary till you all work hard enough to make Metro work. I already can't take the bus because it comes every 30 minutes, which might as well be never when you have a family and a job. I was certain you'd increase service to every 5-10 minutes like any civilized country any time now, and instead you shamefully propose to kick us into the fourth world. Why fourth world? A quick Google Maps search will show you that the buses in Lagos, Nigeria, which you probably consider third world, come every 7 minutes.	
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE I prefer that Metro address its budget shortfalls by drastically cutting management salaries and slightly cutting employee salaries, since Metro has failed to be beholden to the people of the DMV and provide them an essential public service. Stop scamming us with a slider bar that only allows us to select unethical price increases or unethical service cuts. Simply cut your salary till you all work hard enough to make Metro work. I already can't take the bus because it comes every 30 minutes, which might as well be never when you have a family and a job. I was certain you'd increase service to every 5-10 minutes like any civilized country any time now, and instead you shamefully propose to kick us into the fourth world. Why fourth world? A quick Google Maps search will show you that the buses in Lagos, Nigeria, which you probably consider third world, come every 7 minutes. Please do not have metro stop service at 10pm. How will people get home from jobs and late night	Bus Service
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE I prefer that Metro address its budget shortfalls by drastically cutting management salaries and slightly cutting employee salaries, since Metro has failed to be beholden to the people of the DMV and provide them an essential public service. Stop scamming us with a slider bar that only allows us to select unethical price increases or unethical service cuts. Simply cut your salary till you all work hard enough to make Metro work. I already can't take the bus because it comes every 30 minutes, which might as well be never when you have a family and a job. I was certain you'd increase service to every 5-10 minutes like any civilized country any time now, and instead you shamefully propose to kick us into the fourth world. Why fourth world? A quick Google Maps search will show you that the buses in Lagos, Nigeria, which you probably consider third world, come every 7 minutes. Please do not have metro stop service at 10pm. How will people get home from jobs and late night Nats games? Please don?t increase fares it?s a struggle to afford. Taking the metro is great for our	Bus Service
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE I prefer that Metro address its budget shortfalls by drastically cutting management salaries and slightly cutting employee salaries, since Metro has failed to be beholden to the people of the DMV and provide them an essential public service. Stop scamming us with a slider bar that only allows us to select unethical price increases or unethical service cuts. Simply cut your salary till you all work hard enough to make Metro work. I already can't take the bus because it comes every 30 minutes, which might as well be never when you have a family and a job. I was certain you'd increase service to every 5-10 minutes like any civilized country any time now, and instead you shamefully propose to kick us into the fourth world. Why fourth world? A quick Google Maps search will show you that the buses in Lagos, Nigeria, which you probably consider third world, come every 7 minutes. Please do not have metro stop service at 10pm. How will people get home from jobs and late night	Bus Service Operating Budget, Management and Spending
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE prefer that Metro address its budget shortfalls by drastically cutting management salaries and slightly cutting employee salaries, since Metro has failed to be beholden to the people of the DMV and provide them an essential public service. Stop scamming us with a slider bar that only allows us to select unethical price increases or unethical service cuts. Simply cut your salary till you all work hard enough to make Metro work. I already can't take the bus because it comes every 30 minutes, which might as well be never when you have a family and a job. I was certain you'd increase service to every 5-10 minutes like any civilized country any time now, and instead you shamefully propose to kick us into the fourth world. Why fourth world? A quick Google Maps search will show you that the buses in Lagos, Nigeria, which you probably consider third world, come every 7 minutes. Please do not have metro stop service it?s a struggle to afford. Taking the metro is great for our environment and community. Please think of all the people that rely on this critical service. Please do	Bus Service
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE prefer that Metro address its budget shortfalls by drastically cutting management salaries and slightly cutting employee salaries, since Metro has failed to be beholden to the people of the DMV and provide them an essential public service. Stop scamming us with a slider bar that only allows us to select unethical price increases or unethical service cuts. Simply cut your salary till you all work hard enough to make Metro work. I already can't take the bus because it comes every 30 minutes, which might as well be never when you have a family and a job. I was certain you'd increase service to every 5-10 minutes like any civilized country any time now, and instead you shamefully propose to kick us into the fourth world. Why fourth world? A quick Google Maps search will show you that the buses in Lagos, Nigeria, which you probably consider third world, come every 7 minutes. Please do not have metro stop service at 10pm. How will people get home from jobs and late night Nats games? Please don?t increase fares it?s a struggle to afrord. Taking the metro is great for our environment and community. Please think of all the people that rely on this critical service. Please do your best to not limit service and raise fares. Please	Bus Service Operating Budget, Management and Spending
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE prefer that Metro address its budget shortfalls by drastically cutting management salaries and slightly cutting employee salaries, since Metro has failed to be beholden to the people of the DMV and provide the m an essential public service. Stop scamming us with a slider bar that only allows us to select unethical price increases or unethical service cuts. Simply cut your salary till you all work hard enough to make Metro work. I already can't take the bus because it comes every 30 minutes, which might as well be never when you have a family and a job. I was certain you'd increase service to every 5-10 minutes like any civilized country any time now, and instead you shamefully propose to kick us into the fourth work! Why fourth world ? A quick Google Maps search will show you that the buses in Lagos, Nigeria, which you probably consider third world, come every 7 minutes. Please do not have metro stop service at 10pm. How will people get home from jobs and late night Nats games? Please don?t increase fares it?s a struggle to afford. Taking the metro is great for our environment and community. Please think of all the people that rely on this critical service. Please do your best to not limit service and raise fares. Please The proposed cuts also entail the elimination of the D2 route and the consolidation of the 31 & 33 routes. The proposed cuts also entail the elimination of the M4 route. My family relieus yon these routes for our children to t	Bus Service Operating Budget, Management and Spending
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE I prefer that Metro address its budget shortfalls by drastically cutting management salaries and slightly cutting employee salaries, since Metro has failed to be beholden to the people of the DMV and provide them an essential public service. Stop scamming us with a slider bar that only allows us to select unethical price increases or unethical service cuts. Simply cut your salary till you all work hard enough to make Metro work. I already can't take the bus because it comes every 30 minutes, which might as well be never when you have a family and a job. I was certain you'd increase service to every 5-10 minutes like any civilized country any time now, and instead you shamefully propose to kick us into the fourth world. Why fourth world? A quick Google Maps search will show you that the buses in Lagos, Nigeria, which you probably consider third world, come every 7 minutes. Please do not have metro stop service at 10pm. How will people get home from jobs and late night Nats games? Please don?t increase fares it?s a struggle to afrod. Taking the metro is great for our environment and community. Please think of all the people that rely on this critical service. Please do your best to not limit service and raise fares. Please The proposed cuts also entail the elimination of the D2 route and the consolidation of the 31 & 33 routes. The proposed cuts also entail the elimination of the M2 route. My family relies upon these routes for our children to t	Bus Service Operating Budget, Management and Spending
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE I prefer that Metro address its budget shortfalls by drastically cutting management salaries and slightly cutting employee salaries, since Metro has failed to be beholden to the people of the DMV and provide them an essential public service. Stop scamming us with a slider bar that only allows us to select unethical price increases or unethical service cuts. Simply cut your salary till you all work hard enough to make Metro work. I already can't take the bus because it comes every 30 minutes, which might as well be never when you have a family and a job. I was certain you'd increase service to every 5-10 minutes like any civilized country any time now, and instead you shamefully propose to kick us into the fourth world. Why fourth world? A quick Google Maps search will show you that the buses in Lagos, Nigeria, which you probably consider third world, come every 7 minutes. Please do not have metro stop service at 10pm. How will people get home from jobs and late night Nats games? Please don?t increase fares it?s a struggle to afford. Taking the metro is great for our environment and community. Please think of all the people that rely on this critical service. Please do your best to not limit service and raise fares. Please The proposed cuts also entail the elimination of the D2 route and the consolidation of the 31 & 33 routes. The proposed cuts also entail the elimination of the M4 route. My family relies upon these routes for our children to	Bus Service Operating Budget, Management and Spending Fares/Fees/Parking
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE prefer that Metro address its budget shortfalls by drastically cutting management salaries and slightly cutting employee salaries, since Metro has failed to be beholden to the people of the DMV and provide them an essential public service. Stop scamming us with a slider bar that only allows us to select unethical price increases or unethical service cuts. Simply cut your salary till you all work hard enough to make Metro work. I already can't take the bus because it comes every 30 minutes, which might as well be never when you have a family and a job. I was certain you'd increase service to every 5-10 minutes like any civilized country any time now, and instead you shamefully propose to kick us into the fourth world. Why fourth world? A quick Google Maps search will show you that the buses in Lagos, Nigeria, which you probably consider third world, come every 7 minutes. Please do not have metro stop service at 10pm. How will people get home from jobs and late night Nats games? Please don? Lincrease fares. Please The proposed cuts also entail the elimination of the D2 route and the consolidation of the 31 & 33 routes. The proposed cuts also entail the elimination of the M4 route. My family relies upon these routes for our children to travel to/from school. What is the proposed alternative for families, considering that DCPS relies entirely on WMATA for transport to / from school? These changes would undoubtedly disrupt the routines of many in o	Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE prefer that Metro address its budget shortfalls by drastically cutting management salaries and slightly cutting employee salaries, since Metro has failed to be beholden to the people of the DMV and provide the m an essential public service. Stop scamming us with a slider bar that only allows us to select unethical price increases or unethical service cuts. Simply cut your salary till you all work hard enough to make Metro work. I already can't take the bus because it comes every 30 minutes, which might as well be never when you have a family and a job. I was certain you'd increase service to every 5-10 minutes like any civilized country any time now, and instead you shamefully propose to kick us into the fourth world. Why fourth world? A quick Google Maps search will show you that the buses in Lagos, Nigeria, which you probably consider third world, come every 7 minutes. Please do not have metro stop service at 10pm. How will people get home from jobs and late night Nats games? Please don?t increase fares it?s a struggle to afford. Taking the metro is great for our environment and community. Please think of all the people that rely on this critical service. Please do your best to not limit service and raise fares. Please the proposed cuts also entail the elimination of the D2 route and the consolidation of the 31 & 33 routes. The proposed cuts also entail the elimination of the M4 route. My family relies upon these routes for our children to t	Bus Service Operating Budget, Management and Spending Fares/Fees/Parking
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE I prefer that Metro address its budget shortfalls by drastically cutting management salaries and slightly cutting employee salaries, since Metro has failed to be beholden to the people of the DMV and provide them an essential public service. Stop scamming us with a slider bar that only allows us to select unethical price increases or unethical service cuts. Simply cut your salary till you all work hard enough to make Metro work. I already can't take the bus because it comes every 30 minutes, which might as well be never when you have a family and a job. I was certain you'd increase service to every 5-10 minutes like any civilized country any time now, and instead you shamefully propose to kick us into the fourth world. Why fourth world? A quick Google Maps search will show you that the buses in Lagos, Nigeria, which you probably consider third world, come every 7 minutes. Please do not have metro stop service at 10pm. How will people get home from jobs and late night Nats games? Please don?t increase fares it?s a struggle to afford. Taking the metro is great for our environment and community. Please think of all the people that rely on this critical service. Please do your best to not limit service and raise fares. Please The proposed cuts also entail the elimination of the D2 route and the consolidation of the 31 & 33 routes. The proposed cuts also entail the elimination of the M4 route. My family relies upon these routes for our children to	Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE prefer that Metro address its budget shortfalls by drastically cutting management salaries and slightly cutting employee salaries, since Metro has failed to be beholden to the people of the DMV and provide them an essential public service. Stop scamming us with a slider bar that only allows us to select unethical price increases or unethical service cuts. Simply cut your slary till you all work hard enough to make Metro work. I already can't take the bus because it comes every 30 minutes, which might as well be never when you have a family and a job. I was certain you'd increase service to every 5-10 minutes like any civilized country any time now, and instead you shamefully propose to kick us into the fourth world. Why fourth world? A quick Google Maps search will show you that the buses in Lagos, Nigeria, which you probably consider third world, come every 7 minutes. Please do not have metro stop service at 10pm. How will people get home from jobs and late night Nats games? Please don't increase fares it?s a struggle to afford. Taking the metro is great for our environment and community. Please think of all the people that rely on this critical service. Please do your best to not limit service and raise fares. Please The proposed cuts also entail the elimination of the M4 route. My family relies upon these routes for our children to travel to/from school. What is the proposed alternative for famililes, considering that DCPS relies entirely o	Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE prefer that Metro address its budget shortfalls by drastically cutting management salaries and slightly cutting employee salaries, since Metro has failed to be beholden to the people of the DMV and provide them an essential public service. Stop scamming us with a slider bar that only allows us to select unethical price increases or unethical service cuts. Simply cut your salary till you all work hard enough to make Metro work. I already can't take the bus because it comes every 30 minutes, which might as well be never when you have a family and a job. I was certain you'd increase service to every 5-10 minutes like any civilized contry any time now, and instead you shamefully propose to kick us into the fourth world. Why fourth world? A quick Google Maps search will show you that the buses in Lagos, Nigeria, which you probably consider third world, come every 7 minutes. Please do not have metro stop service at 10pm. How will people get home from jobs and late night Nats games? Please don?t increase fares it?s a struggle to afford. Taking the metro is great for our environment and community. Please think of all the people that rely on this critical service. Please do your best to not limit service and raise fares. Please The proposed cuts also ential the elimination of the D2 route and the consolidation of the 31 & 33 routes. The proposed cuts also ential the elimination of the D4 route. My family relies upon these routes for our children to tra	Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE prefer that Metro address its budget shortfalls by drastically cutting management salaries and slightly cutting employee salaries, since Metro has failed to be beholden to the people of the DMV and provide them an essential public service. Stop scamming us with a slider bar that only allows us to select unethical price increases or unethical service cuts. Simply cut your salary till you all work hard enough to make Metro work. I already can't take the bus because it comes every 30 minutes, which might as well be never when you have a family and a job. I was certain you'd increase service to every 5-10 minutes like any civilized country any time now, and instead you shamefully propose to kick us into the fourth world. Why fourth world? A quick Google Maps search will show you that the buses in Lagos, Nigeria, which you probably consider third world, come every 7 minutes. Please do not have metro stop service at 10pm. How will people get home from jobs and late night Nats games? Please don't increase fares it?s a struggle to afford. Taking the metro is great for our environment and community. Please think of all the people that rely on this critical service. Please do your best to not limit service and raise fares. Please The proposed cuts also entail the elimination of the M4 route. My family relies upon these routes for our children to travel to/from school. What is the proposed alternative for families, considering that DCPS relies entirely o	Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE I prefer that Metro address its budget shortfalls by drastically cutting management salaries and slightly cutting employee salaries, since Metro has failed to be beholden to the people of the DMV and provide them an essential public service. Stop scamming us with a slider bar that only allows us to select unethical price increases or unethical service cuts. Simply cut your salary till you all work hard enough to make Metro work. I already can't take the bus because it comes every 30 minutes, which might as well be never when you have a family and a job. I was certain you'd increase service to every 5-10 minutes like any civilized country any time now, and instead you shamefully propose to kick us into the fourth world. Why fourth world? A quick Google Maps search will show you that the buses in Lagos, Nigeria, which you probably consider third world, come every 7 minutes. Please do not have metro stop service at 10pm. How will people get home from jobs and late night Nats games? Please don?t increase fares it?s a struggle to afford. Taking the metro is great for our environment and community. Please think of all the people that rely on this critical service. Please do your best to not limit service and raise fares. Please the proposed cuts also entail the elimination of the D2 route and the consolidation of the 31 & 33 routes. The proposed cuts also entail the elimination of the D4 route. My family relies upon these routes for our children to	Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE prefer that Metro address its budget shortfalls by drastically cutting management salaries and slightly cutting employee salaries, since Metro has failed to be beholden to the people of the DMV and provide them an essential public service. Stop scamming us with a slider bar that only allows us to select unethical price increases or unethical service cuts. Simply cut your salary till you all work hard enough to make Metro work. I already can't take the bus because it comes every 30 minutes, which might as well be never when you have a family and a job. I was certain you'd increase service to every 5-10 minutes like any civilized county any time now, and instead you shamefully propose to kick us into the fourth world. Why fourth world? A quick Google Maps search will show you that the buses in Lagos. Please do not have metro stop service at 10pm. How will people get home from jobs and late night Nats games? Please don?t increase fares it?s a struggle to afford. Taking the metro is great for our environment and community. Please think of all the people that rely on this critical service. Please do your best to not limit service and raise fares. Please The proposed cuts also entail the elimination of the D2 route and the consolidation of the 31 & 33 routes. The proposed cuts also entail the elimination of the D2 route and the consolidation of the 31 & 33 routes. The proposed cuts also entail the elimination of the M4 route. My family relies upon th	Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service Rail Service
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE prefer that Metro address its budget shortfalls by drastically cutting management salaries and slightly cutting employee salaries, since Metro has failed to be beholden to the people of the DMV and provide them an essential public service. Stop scamming us with a slider bar that only allows us to select unethical price increases or unethical service cuts. Simply cut your salary till you all work hard enough to make Metro work. I already can't take the bus because it comes every 30 minutes, which might as well be never when you have a family and a job. I was certain you'd increase service to every 5-10 minutes like any civilized country any time now, and instead you shamefully propose to kick us into the fourth world. Why fourth world? A quick Google Maps search will show you that the buses in Lagos, Nigeria, which you probably consider third world, come every 7 minutes. Please do not have metro stop service at 10pm. How will people get home from jobs and late night Nats games? Please don?t increase fares it?s a struggle to afford. Taking the metro is great for our environment and community. Please think of all the people that rely on this critical service. Please do your best to not limit service and raise fares. Please at the proposed cuts also entail the elimination of the D2 route and the consolidation of the 31 & 33 routes. The proposed cuts also entail the elimination of the D4 route. My family relies upon these routes for our children to	Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service Rail Service
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE I prefer that Metro address its budget shortfalls by drastically cutting management salaries and slightly cutting employee salaries, since Metro has failed to be beholden to the people of the DMV and provide them an essential public service. Stop scamming us with a slider bar that only allows us to select unethical price increases or unethical service cuts. Simply cut your salary till you all work hard enough to make Metro work. I already can't take the bus because it comes every 30 minutes, which might as well be never when you have a family and a job. I was certain you'd increase service to every 5-10 minutes like any civilized country any time now, and instead you shamefully propose to kick us into the fourth world? A quick Google Maps search will show you that the buses in Lagos, Nigeria, which you probably consider third world, come every 7 minutes. Please do not have metro stop service at 10pm. How will people get home from jobs and late night Nats games? Please don? Increase fares: It?s a struggle to afford. Taking the metro is great for our environment and community. Please think of all the people that rely on this critical service. Please do your best to not limit service and raise fares. Please 17:s a truggle to afford. Taking the metro is great for our environment and community. Affecting their ability to travel to and from school safely and efficiently. Please here there to peop, accessible and affordable!! Understand the neem to any in our community,	Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service Rail Service
Proposed changes to L2, 42 & 43 will create a transportation dead zone that not only affects basic commuting to run errands or get to the metro, but extends to ripple effects that will affect community such as lack of access to Kennedy center (the backbone of arts & culture in DC) and also potentially impact the value of homes on areas such as Columbia road that will no longer have public transportation. Additionally broader changes in the city will create disruptions especially where arterial lines run diagonally across the city such as from AU to NE I prefer that Metro address its budget shortfalls by drastically cutting management salaries and slightly cutting employee salaries, since Metro has failed to be beholden to the people of the DMV and provide them an essential public service. Stop scamming us with a slider bar that only allows us to select unethical price increases or unethical service cuts. Simply cut your salary till you all work hard enough to make Metro work. I already can't take the bus because it comes every 30 minutes, which might as well be never when you have a family and a job. I was certain you'd increase service to every 5-10 minutes, like any civilized country any time now, and instead you shamefully propose to kick us into the fourth world. Why fourth world? A quick Google Maps search will show you that the buses in Lagos, Nigeria, which you probably consider third world, come every 7 minutes. Please do not have metro stop service at 10pm. How will people get home from jobs and late night Nats games? Please don?t increase fares it?s a struggle to afford. Taking the metro is great for our environment and community. Please think of all the people dat rely on this critical service. Please do your best to not limit service and raise fares. Please do your best to not limit service and raise fares. Please da your best to not limit service and raise fares. Please da your best to not limit service and raise fares. Please da your best to not limit service and raise fares. Please da your best t	Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service Rail Service

Comment	Category
Eliminating of reducing bus service on the D2, 31, 33 would heavily impact a large amount of school children who would not have easy access to other modes of transportation. That is NOT a desire of this	
and many other tax payers who's child is a student within DCPS and needs reliable bus service to and	
from school.	Bus Service
I do not have a car and rely on Metro rail and Metro bus for transportation. I do not ride share because	
I believe the gig economy is a race to the bottom. I am also resentful of the drivers disregard to traffic	
laws. It is so frustrating that in a time of climate change and impending disaster, all the power rests	
with people with cars while those who value a decent public transit system get totally screwed. Why do	
we constantly have to beg local government to not slash the services we depend on to move us to and	
from our jobs so that we can pay Federal and DC taxes?	Bus Service
US and region governents should use other parts of the tax base (e.g. property tax, income tax, gas tax)	
to increase the WMATA budget and avoid the need for fare increases and service cuts. Fare increases are effectively a regressive tax, since they make Metro more costly to those who rely on it most without	
regard to their income and wealth. We should fund public services like Metro through primarily	
through progressive taxes such as income tax.	Operating Budget, Management and Spending
The M4 is the only public transportation that reaches a large portion of Chevy Chase. Eliminating it will	
mean no public transportation available to large numbers of students, commuters and non-drivers.	Bus Service
I missed what you were proposing for the 96 route. It is important for connecting neighborhoods,	
bringing people like me to Adam's Morgan and U street for dining and nightlife and people from various	
places to those places and to Cleveland Park for employment.	Bus Service
Thank you for considering public feedback. Continued robust Metro service is so important to our	
community, our economy, and the environment.	Service Levels
The National Harbor need public transportation. NH2 should Not be on the chopping block! Would suggest aiming to avoid significant service cuts, especially things such as lengthening the wait	Miscellaneous
times during rush hour, or eliminating popular bus routes.	Bus Service
Other western countries have much better public transportation than us. We have a lot more resources	
than those countries. I think we can learn a lot from them on how they were able to grow their public	
transportation, keep it at a lower cost and have relatively much less budgetary constraints.	Operating Budget, Management and Spending
Save Metro for the most residents it provides vital services to please.	Rail Service
Increasing fares will only penalize and criminalize poor people. for many, the current fares are not	
affordable. for a busy city such as dc, it is still very behind in its effectiveness and price range. Most	
people prefer to commute, but if prices keep increasing, more people will shift into rideshare and	
carpooling, because you?ll at least get comfort while you need to commute. Common residents	Due Comise
shouldn?t have to pay the heavy price of bad city planning and money management. Please do not remove D2, D6 or change 33. These routes serve a part of the city that does not have	Bus Service
metro service and are critical to daily job commutes.	Bus Service
Need the early and late service to get to work because I do not own a car.	Bus Service
Please do not eliminate L8. It?s highly convenient for those of us who commute to Friendshio Heights	
from MoCo. We are a one-car family and would likely have to change to two cars if this route is	
eliminated.	Bus Service
Please do not cut the buses that go through Georgetown! There is already no metro and so many	
students and workers rely on these buses.	Bus Service
Please do NOT cut metrobus services along P and Q street. Georgetown does not have metrorail service	
and so buses D2 and D6 are the key public transport for the residents here. It is VITAL to keep the	
service of D2 and D6	Bus Service
THis proposed budget will harm many working people in the DMV. It is unconscionable that so many routes are eliminated or reduced service. THis is the capital of the USA and our metro system should be	
world class. It's disgraceful that you are reducing service on buses, upon which so many residents rely.	
Most pepole using buses are DMV residents as opposed to metro, which is used by residents and	
visitors. I will end up driving or taking lyft rides, adding more to pollution if you proceed wiht this plan.	
It's a disgrace to the citizens.	Operating Budget, Management and Spending
Drivers frequently don't collect fares. Don't reduce service, collect fares.	Fares/Fees/Parking
Public transit is vital to DC?s survival. Cutting hours and raising prices negatively affects working class	
people like me who are the backbone of this city. Public transit is the only affordable way to get place	
to place in the city and for many it?s the only reliable way to get to work and home in a timely manner.	
I am begging you not to reduce hours. The hours are already limited as is, please do not make it worse.	Fares/Fees/Parking
The removal of the G2, D2, and D6 will seriously reduce the ability to travel to Georgetown, where	Dell Carrier
there is also no metrorail service. What will be the impact on the price of Metro Senior Citizen SmartTrin passes? What ten Metrorail	Rail Service
What will be the impact on the price of Metro Senior Citizen Smart rip passes? What ten Metrorail stations will be closed? Has wmata mobalized businesses/neighborhoods, etc that depend/or will	
depend on Metro to contact their elected officials (city, state) and tell them it's important to FUND	
Metro?? If not, why not??	Bus Service
The best proposal on this list is the extension of service hours on the weekend. How much revenue is	
Metro losing to Uber/Lyft/etc. because Metro closes at 1am and bars close later?	Bus Service
Some of these proposed Metrobus cuts, especially in conjunction with possible station cuts will render	
large parts of the city impassible to those reliant on public transportation. Parts of even NW DC will be	
impassable by those without cars. No public transportation to Sibley Hospital is shameful.	Bus Service
It seems that more poorer sections of the DMV will have a tougher time getting to work and around the city if these changes take affect	Miscellaneous
the city if these changes take affect. Please fight hard to get more funding. I have lived in the DMV for the past 5 years and this is the first	Miscellaneous
year where I have truly enjoyed being on Metro; I would hate to see WMATA move backward.	Capital Budget
I am extremely concerned about the extreme service cuts proposed, especially in areas that already	
have very limited transit options. I don't drive, and only one Metrobus stops within a mile of my home.	
That's the R12, which is currently on the list to be eliminated. The next closest buses don't operate on	
weekends, so I'd have to walk for the better part of an hour to reach a Metro station. It's even more	
concerning to consider that my closest station could also be closed, cutting me off from public transit	
even more. I understand that the budget issues are severe, so things cannot stay as-is, but radically	
slashing transit will hurt people throughout the region who cannot afford cars or expensive ride-sharing	
services. I hope through additional funding, and careful balancing of fare increases, service reductions, and other measures, Metro can weather this storm.	Operating Budget, Management and Spending
Metro is most likely losing a lot of money due to fare invaders. Maybe this is what should be addressed.	
D6 is vital for patients accessing Medstar Georgetown Hospital, g2 is vital for employees of the hospital	
and the university	Bus Service
I live in Greenbelt, and I rely on the G12 Metrobus to take me to the Greenbelt Metro Station when I go	
to work in North Bethesda. I have a disability and cannot drive a car. I have been taking the G12	
Metrobus for many years, and it is very important in my working life. It makes no sense to shut down a	
Metrobus line that takes so many people to Metrorail stations like Greenbelt, because that causes a	
reduction in ridership on the Metrorail as well. Please do not make it harder for me to do my job. I am	
a dedicated federal government worker who likes what he's doing. Please keep the G12 line running! Thank you!	Bus Service

Janua da and y the Man ¹ A a subject to fin may emplayed and analyze programment of the Procession of the Procesion of the Procession of the Procession of the Procession of	Comment	Category
Statution Reserve Statution Statution		Category
bbb the set wei strated the media the result of the hot has play the hot hot has been approximate it generating approximate i	hospital!!	Bus Service
Society while a side is backed and side is the side is a sid	This is not a thought or comment about proposals for this survey. When I used the Metro rail, I wished	
sch when year of the baseless are baseless of the share of base when year of the baseless of the share of base when year of the baseless of the baseless of the share of base when year of the baseless of the		
Bayened on soluto soluto basel the soluto and production soluto		
hand under per de contra dificie di anti este con a la per de contra di p		
this function maked in available at the submit and anyon and unique paid for the submit anyon an	hard works.	Miscellaneous
Spec hat is been awakey is a cut with a wi	I am very concerned about the negative impact that service cuts will have on those who cannot drive	
screep speak is well sinker to well show that may a first book that an by a first book that an by a first book that a book tha	(for financial or medical reasons) and that this will lead to a negative ridership spiral for the system. I	
the dist is a prime from it takes and its is a prime from any construction of the prime is a prime from any construction of the prime is a prime is prime is a prime		
The D2 notice is definition. Description D2 notice is definition. Description Description Description		Operating Budget Management and Spending
This survey as intended to show many encodence to pipped on the presenting survey and the series of	The D2 is one of the few bus routes Glover Park has. It will be very difficult for many commuters if this	
auny old rela WH 12 SI F and resource that a prove Service device COUD PH 24 where the service SE OF SE Per exerce the service at a prove Service device COUD PH 24 SERVICE SERVICE	bus route is eliminated.	Bus Service
wood each With # 22.5 k for increase has and rail action. Service reduction COUD NIP ME compare with the work of a control the input to take of the imput to	This survey was intended to show massive resistance to proposed cuts by presenting extreme cuts. The	
campand while server can HSULING FIRMA ND for increases. This is the import transfer. Support the import of the increases the time increase increases in the increases th		
bargets, while additional for interace between terms on accerd Metroval lang, on addition and the capital products while in addition of included. To available of included		
Interaction interfaction is the capital budget for may makes and all one included. Interaction is the capital budget for may makes and all one include is the include one	Examples: With a substantial fare increase the time interval between trains on several Metrorail lines	
exercise on Ex, C, FA, and S EC coursely events with interminant on existing existing interminant intervalues on existing existing existin	could be increased to 10 minutes from 8 minutes, which is not likely to affect ridership much. With	
with white his universite 1 some other earthrough is ported or another and white his universite. The other his hardweet is a some of another and white his universite. The other his hardweet is a some of a bit is to another and white hardweet is a some of a bit is to another and white hardweet is a some of a bit is to another and white hardweet is a some of a bit is to another and white hardweet is a some of a bit is to another and white hardweet is a some of a bit is to another and and and a some of a bit is to another and and and a some of a bit is to another and and and a some of a bit is to another and and and a some of a bit is to another and and and a some of a bit is to another and and and a some of a bit is to another and and and a some of a bit is to another and and and a some of a bit is another and	increased time intervals the capital budget for new railcars could also be reduced. The overlapping	
other Meior Sup Also 2003 to Confident with Lob 19 Also 2004 and 2004		
Network Network Network Network		
The exit prob to access to Georgeours a car or the within QL Jatuttes. Please for or de whit or the built need to my and globoth of at globoth of at globoth This rear proposal is going to cot all the built need to my and globoth of at globoth at globoth of at globoth proposal proposal is going to cot all the built need to my and globoth of at globoth		Operating Budget. Management and Spending
do not observations Notice interregroups age special the balanies to an my registrement, and the served my adu communic. Served interregroups age special to a served special to a served served special to a served special to served special to a served special to served special	There will be no bus access to Georgetown. Not everyone owns a car or lives within GU shuttles. Please	
my date content. My date cont	do not do this to students	Bus Service
Biese do nale cuts to the 62, 33, 11, 05, and 02 lines. These provide immersia accessibility to the commune aneeded of the bis from Baryard to Downtown DC. Just ward you hor to have that Hisk with with a down a short of the bis from Baryard to Downtown DC. Just ward you hor to have that Hisk with with a down a short bis an invaluable assist to the community ward the environment. Deresting Budget, Management and Spending Deresting Foundation Community and the environment. Deresting Budget, Management and Spending Deresting Budget, Management and Spending Deresting Budget, Management and Spending Bis Service Bis Service Bis Service Bis Service Bis Service Deresting Budget, Management and Spending Bis Service Bis Service Bis Service Bis Service Bis Service Bis Serv	This new proposal is going to cut all the bus lines I use in my neighborhood at glover Park. It will disturb	
Community and are needed Ins Service Data in the only but the service in the but the only but the service in the but the but the but the service in the but the service in the but the service in the service in the but the	my daily commute.	Bus Service
commute several days a week from Manyland to Downlown DC. Just weat you to know that I think where a koope a comparison were using if hope that you are able to fin the alternal commute several days and be dependent of the sources were using if hope that you are able to fin the alternal commute several days and the sources local or in the sources were using if hope that you are able to fin the alternal commute several days and the sources local or in the sources were using if hope that you are able to fin the alternal commute several days and the sources local or in the sources were using if hope that you are able to fin the alternal commute several days and the sources local or in the sources were using if the sources and to be sources. fin the sources local or in the sources were using if the sources and the sources		Rus Service
Web 0 is dirps a reality good pic begins a is of this part but you are able to fit he short and of prophenees were using it 11 hope that you are able to fit he short and the environment. Operating Budget, Management and Spending District the prophenees Service Antipation and the environment. Service Antipation and the environment. District the prophenees Service Antipation and the environment. Service Antipation and the environment. District the prophenees Service Antipation and the environment. Service Antipation and the environment. District the prophenees Service Antipation and the environment. Service Antipation and the environment. District the service the environment. Service Antipation and the environment. Service Antipation and the environment. District the service the environment. Service Antipation and the environment. Service Antipation		
because this an invaluable asset to the community and the environment. I can vere the people. I can vere the peopl	Metro is doing a really good job despite a lot of things being out of its control (budget, rising crime). A	
public transfer is a public service, not a busines, we don't need to besix even to be successful we need to be solve the pool. The R2 is the only bus that service a lot of the kink from Berwyn Heights that go to Parkale and survivaling schools well as the onit to belowy Plana and Competence Method studies. May people Bus Service Bus Service	lot of people complain, but I doubt they are even using it! I hope that you are able to fix the shortfall	
is area the people. Is a service Is 21 is the only best har service at lot of the kink from Reneyn Heights that go To Parkada and surrounding schools as well as the route to Beltway Plass and Greenbelt Metto station. Many people deed on it. Plass of not elimited the Kink from Reneyn Heights that go To Parkada and best for the average for the routes to Beltway Plass and Greenbelt Metto station. Many people deed on it. Plass of not elimited the Kink from Reneyn Heights that go To Parkada and best for the average for the routes to Beltway Plass and Greenbelt Metto station. Many people deed on it. Plass of not on elimited the Kink from Reneyn Heights that go To Parkada and best for the Parkada and rey on the De to onget is comparing for method have no other best for the Parkada and rey on the De to to get to comparing for Method have no other method is def for the for normal seas of service disproportion strict, 100% see much have poorter feeds limited the G2 hus line, it is very necessary for Georgetown University students, Incury and stati and have good friedship numbers. There is no good reason to eliminate the furthermore, plass for service lamothermore and the service lamothermore and the one of the def bus to get to comparing (comparing Limited the G2 hus line, it is very necessary for Georgetown University students, Incury and stati and have good friedship numbers. There is no good reason to eliminate the furthermore, plass for one diminate the G2 hus line, it is very necessary for Georgetown University students, Incury for service lamothermore and the one of the for the proves of the def bus to for transport (comparing Limited the G2 hus line, it is very necessary for Georgetown University students, Incury for service lamothermore and the prove of the for the prove of the def bus to get comparing (comparing Limited the G2 hus line, it is very necessary for Georgetown University students, Incury for the def bus to for transport of the prove of the def bus to get comparing (comparing Limited the dof bus to fo	because this is an invaluable asset to the community and the environment.	Operating Budget, Management and Spending
The R12 in the only but that services a lot of the kids from Beruyn Heights that go to Parkale and uncomparing schools well as the orus the Butwy Parka and Cereaterely Method school Namp Poppia But Service But		
surprounding schools as well as the route to Beltway Plaza and Greenbelt Metro station. Many people degreend on t. Places do not eliminate that Zbus. Thank you/ Bio Service believe that expansion is the most important and increasing fares is ok to support it Fares/Recs/Tarking Prese don to Like well bus bus torte is well most important for the bescus index its outports work and to get to the Duybont Circle Metro Station Bio Service Besce don tot gift inde for tot. Fires/Recs/Tarking Bio Service Besce don tot gift inde for tot. Fires/Recs/Tarking Bio Service Besce don tot gift inde for tot. Fires/Recs/Tarking Bio Service Besce don tot gift inde for tot. Fires/Recs/Tarking Bio Service Besce don tot gift inde for tot. Fires/Recs/Tarking Bio Service Besce don tot gift inder Site besch more areas of service dispropriorinontally. I don tot. Bio Service Besce don tot gift inder Site besch more areas of service dispropriorinontally. I don tot. Bio Service Besce don tot gift inder Bot bot. Fire/Recs/Tarking Bio Service Besce don tot gift inder Bot bot. Fire/Recs/Tarking Bio Service Besce don tot gift inder Bot bot. Fire/Recs/Tarking Bio Service Besce don		Bus service
depend on the Piesse do not eliminate the 112 bits. Thank youl Bus Service Piesse dot take away the 02 crute. This bus route is very important for me because in edit to get to would have no other to bulven trice id werks of take away the 02 crute. This bus route is very important for me because in edit to get to bulk werk no deget to the bas to get at camport. Without the would have no other to bulk werk no deget to bulk bas to at the camport to bus to get to get to bus to get to get to get to bus to get to camport to bus to get to get to get to bus to get to get to get to bus to get to get to bus to get to ge		
Piese don rot ever to be varies to ever the second of the	depend on it. Please do not eliminate the R12 bus. Thank you!	Bus Service
work and to get to the Uubont Circle Metro Station Bus Service Bises do not get in of the DF outs. There are a stable amount of Georgetown graduet studests Bus Service Bises do not get in de Pail stude there are a stable amount of Georgetown graduet studests Bus Service Bises do not get in det DF outs the readed service in recreased fares, but eliminating tall together metro of mortgammery County or Northern Virginia. Or at least it seems to have lower in recrease wait times on the Metrorali. No one will ride it if they have to wait longer between the readed service in recrease to the shift. E ruttermore, plant there. Bus Service Plants do not eliminate the C2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridexity in university. It longer yer fer bus over rail, and toget bus service line schere and rely primarity on Metrobus for transport. I strongly prefer bus over rail, and toget bus service lowes and there are a strabel wait in the soft toget to a service. Link cont more posed to bus service meroval Goord eliminate the C2 bus line, it is very neopated bus service removal Consolidation because it also is a reduction in service. In Nody on Deopset ob bus service moval line during the to a service. Takont, on Deopset ob bus service removal Goord eliminate the C2 bus line, it is very neopated bus service removal Consolidation because it also is a reduction in service. In Nody on Deopset ob bus service removal Goord eliminate the C2 bus line, it is very neopset ob bus service removal Consolidation because table to the stoce very the service handto to the parteen in the very	I believe that expansion is the most important and increasing fares is ok to support it	Fares/Fees/Parking
Press do not get rid of the DF ordet. There are a stable amount of Georgetown graduate students who live in the Plastides and rely on the DB us to get to campus. Without it, we would have on ther option. We would even be airplic with out on the stable and the students we addite section of matgingery County or Northern Virgina, D. at least It seems to have lower meatitive section of mptgingery County or Northern Virgina, D. at least It seems to have lower meatitive section of mptgingery County or Northern Virgina, D. at least It seems to have lower meatitive section of mptgingery County or Northern Virgina, D. at least It seems to have lower meatitive sections of mptgingery County or Northern Virgina, D. at least It seems to have lower meatitive sections and the descent of the section as service. Interplication and the if they have to vail longer between tains. It leas after and the active service stables are lower vail longer between tains. Unconstitution Descent also is a released on the Metropal. No no will rid if they have to ous stop removal (crossifiction) Descent is also is a released on which many relations y senior citizens and estables service levels Parenting Budget, Management and Spending Do nor make cuts as people are tainkon is movie. In particularly senior citizens and estable workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus misted of driving, Budget, Management and Spending Do nor make cuts as people are stubing for the pardemic seens counterintuitive. Public Pappoing Service as people are stubing to the pardemic seens counterintuitive. Public Pappoing Service as people are stubing to the pardemic seens counterintuitive. Public Pappoing Service as people are stubing to the pardemic seens counterintuitive. Public Pappoing Service works make main the stub seens to the term and may ability to access pappoint are stubing to the pardemic seens counterintuitive. Public Pappoing Service as people are stubing the sub sectores worke for and pappol	Please don't take away the D2 route. This bus route is very important for me because I need it to get to	
whe live in the Paliades and rely on the D6 bus to get to campus. Without it, we would have no other would be detrimental. Thank you for your consideration. Bees for the sections of monginery County or Nothern Virginal, Or at least it seems to have lower in weathine sections of monginery County or Nothern Virginal, Or at least it seems to have lower mapat there. Bees do not eliminate the 2D bus line, it is wery necessary for Georgetown University students, foculty, and staff and has good ridership numers. There is ng coord reason to eliminate it. Furthermore, and staff and has good ridership numers or the Metrorall. No one will ride if they have to wait longer between live earlines on the Metrorall. No one will ride if they have to wait longer between taber par higher fare than endure service tot. Asko, in poposed to bus sore reaval (consolidation) because it also is a reduction in service. In poposed to bus sore reaval (consolidation) because it also is a reduction in service. In poposed to bus sore reaval (consolidation) because it also is a reduction in service. In poposed to bus service and where the subway doesn'. We do not need metro services in Nather nany collegen, particularly senior citizens and essential workers heavity dependent. Do the many citizens, particularly senior citizens and essential workers heavity dependent. Do the many citizens, particularly senior citizens and essential workers heavity dependent. Do the many citizens, particularly senior citizens and essential motes of driving. Luses go where the subway doesn'. We do not need metro services in Nather and Haborof no bus and metro carls. Reducing/eliminating routes as 3, 31, 95, will directly inspace faster metrow and Db bus service on which many citizens and essential virgens the particular services in Nather and the ender the many citizens descrice faster metrow and the part services in Nather and the ender the many citizens descrice faster weathing the particular services in Nather and the ender weathing the partiten the many citizens		Bus Service
option. We would even be airging with reduced service or increased farse, but eliminating all together income areas of service disproportionately. I don't see much happening in weather sections of mangtinger- County or Nother Murginia. Or at least its sees to have lowes service levels Bus Service Wead be detrimented of the QL but line, its ivery necessary for Goregetown University students, factor and staff and has good rideship numbers. There is no good reason to eliminate it. Furthermore, plesse do not envir increase wait times on the Metronali. Non ewill indie it fifthy have to vait longer betwee valit longer on Metrolus for transport. I strongly prefer bus over rail, and 1 would and the transport of the pay but indie til for hey have to vait longer betwee valit longer on the Metronali. Non ewill indie to the valit longer betwee valit longer on the Metronali. Non ewill infinition to cover your budget discusse line loss a revice. Tanky you Operating Budget, Management and Spending Do not made cuts to store bus store in National Harbori Rail Service Bus Service Non teed metro service in National Harbori Rail Service Bus Service Non teed metro service in National Harbori Rail Service Bus Service Non teed metro service in National Harbori Rail Service Bus Service Non teed metro service in National Harbori Bus Service Bus Service Not service in National Harbori Bus Service Bus Service Not service in National Harbori Bus Service Bus Service </td <td>TPlease do not get rid of the Do route. There are a stradie amount of Georgetown graduate students</td> <td></td>	TPlease do not get rid of the Do route. There are a stradie amount of Georgetown graduate students	
would be detrimental. Thank you for your consideration. builds be detrimental. The set is our for server disproportionately. I don't ser much happening in weathiner actions of montpilency County or Northern Virginal. Or at least it seems to have lower lines and responses of directing numbers. There is no good reason to eliminate the L Furthermore, lines a straft and a spond intership number line control in the server lines. builds and straft and has good indexhip numbers in the server lines and even in crease wait times on the Metroral II. So one will note it if they have to wait longer between line control entry brinnanty on Metrobus for transport. I strongly prefer bus over rail, and I would rather by a high entry to in a service control in the service. I strongly prefer bus over rail, and I would rather bas a high entry to instruct to apposed to bus service mervice us has one relation in service. I hope you will find finds to cover your budget forostalization) because It also is a relation in service. I hope you will find finds to cover your budget forostalization) because It also is a relation many of them, particularly service control in National many of them and wears to the service in National Harbort forostalization is environmentally irresponsible. I an over fis, ind reigh heaving begies away from public transportation is environmentally irresponsible. I an over fis, ind reigh heaving both sam deuter of for SVUs (Germanistand wears be deute the service in National Harbort bus and metro provide is in National Harbort bus and metro provide is in National Harbort bus and metro provide is in National Harbort bus and heaving the service and the particularly service is an over pass for bus and metro provide is in National Harbort bus and heaving the service and estimates and		
in weakther sections of mprighency County or Northern Virginia. Or at least it seems to have lower increase in a section of eliminate the 62 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridentip numbers. There is no good reason to eliminate it. Furthermone, please do not ever increase wait turns on the Metrorall. No one will ride it if they have to wait longer between for the and were out service. In hower out in service. In hower out will find funds to cover your budget (consolidation) because it also is a reduction in service. In hower out will find funds to cover your budget (consolidation) because it also is a reduction in service. In hower you will find funds to cover your budget (consolidation) because it also is a reduction in service. In hower you will find funds to cover your budget (consolidation) because it also is a reduction in service. In hower you will find funds to cover your budget (consolidation) because it also is a reduction in service. In hower you will find funds to cover your budget (consolidation) because it also is a reduction in service. In hower you will find funds to cover your budget (consolidation) because it also is a reduction in service. In hower you will find funds to cover your budget (consolidation) because it also is a reduction in service. In hower you will find funds to cover your budget (consolidation) is weak to to the service and the subway form public transportation is environmentally irresponsible. I an over 65, and rely heaving to us and enter on Sub (censor fransportation for their employees, Create an eco-pass for good good good for the parametiant workers deepend. The Che may fransportation for their employees, Create an eco-pass for good good good for the major transportation for their engo yees, Create an eco-pass for good good for the major transportation for their engo yees, Create an eco-pass for good good for the major transportation for their engo yees, Create an eco-pass for good good fore the major tra	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other	
Impact there. Service Levels Please do not liminate the G2 bus line, it is very necessary for Georgetown University statil longer between for the sone was wait times on the Metroali. No one will ride it if they have to wait longer between for the sone rati, and I would rather pay a higher fare than endure service. Thank you Bus Service Inter carfere and rely primarily on Metrobus for transport. I strongly prefer bus over rati, and I would rather pay a higher fare than endure service. Thank you Operating Budget, Management and Spending Op not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. In OC the mayor encourages it to give up cars, this means we take the bus bus deant the subway doesn't. Bus Service We do not ever fineers services in Nany You Bus Service Bus Service Proposing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing Service Service in Nany Service Service in Nany Bublic ransportation to solve climate and public transportation for their employees; Create an eco-pass for Buo Service Buo Buo Service Buo Buo Service B		Bus Service
Please don telminate the 62 bus line, it is wry necessary for Georgetown University students, faculty, and staff and has good redship outputies. Three is no good reason to eliminate it. <i>Eurthemere</i> , please do not ever increase wait times on the Metrorial. No one will ride it if they have to wait longer between trains. Bus Service Bus Service Dorating bus experience output the function is envice. In Dope ou will find funds to cover your budget (foursolidatori) because it also is a reduction in service. Those you will find funds to cover your budget bort that and not have to cut service. Thank you Do not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus theread of driving, bus ess gow here the subway doesn't. We do not need metro services in National National Proposing Service cut as apeopla era till coming out of the pandemic seems counterintuitive. Fushing people away from public transportation is environmentally irresponsible. La mover 65, and rely heavily depende the Dusting service upon which many service trains and essential workers heaving dees for SUVs (see Paris, France example). Do not alter bus service upon which many service trains and essential workers depend. The DC mayor encourages is to give up cars. This means taking the bus because buses go where Metrorial deesn't. Bus Service Bus Servi	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening	
and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please is donet ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. Unee orffree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rater pay hipfree frace than endue service cuts. Also, I'm opposed to bus stop removal (consolitation) because it also is a reduction in service. Indee you will find funds to cover your budget is over rail, and I would relevant to the service thank you cover should be pay of endues to go ere to any cover pay of the stop and relevant to go ere to any cover should be pay of endues to go ere to any cover should be pay of the endues to go ere to any cover should be pay of the endues to go ere to any cover should be pay for the more places (cover should be pay of endues to any cover should be pay for the endues to any cover should be pay for the endues to any ere to any cover should be	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower	
trains. Bus Service Iteractries and rely primarily on Metrobus for transport. I strongly preduce subserve and velocities. And so, i'm opposed to bus stop removal Operating Budget, Management and Spending Consolidation') because it also is a reduction in service. Index you will find funds to cover your budget Operating Budget, Management and Spending Do not make cut so twice. Thank you Operating Budget, Management and Spending Do not make cut so wice in National Harbori Rall Service We do not need metro services in National Harbori Rall Service Proposing Service cuts as people are still coming out of the pandemic seems counterintulive. Pushing on bus and metro rail. Reducing/eliminating routes 33, 31, 96, will directly impact my ability to access dottors, community activities, museums, theater, and public creations and ecopastor failer for SUVS (see Tans, France example); Sixe for 100% electric buses faster; Incentivities and sesential workers depend. The DC means taking the bus because buses go where Metro alloces. Bus Service Do not aller bus service upon which many senior citizens and essential workers depend. The DC mayor bus dependent and pollution cries go where Metro addition; Bus Service We need to meet DG and G2 because basically those are the main routes that connect with Georegotow area: Net work in the university and hospital that we need and people that area for going to be a hard time. If you cute those routes that do not fall because sometimes they the poly to dark fall and bus improvements! Bus Service Bus	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of montgimery County or Northern Virginia. Or at least it seems to have lower impact there.	
Line carfee and rely primarily on Metrobus for transport. Is trongly prefer bus over rail, and twould rather gas higher fare than endure service. St. Also, i'm opposed to bus stop removal (consolidation') because it also is a reduction in service. Index you will find funds to cover your budget shortfall and not have to cut service. Thank you Operating Budget, Management and Spending Do not make cuts to Metro bus service on which many citteres, particularly senior citzens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus instead of driving. Buses go where the subway doesn't. Bus Service We do not need metro services in National Harbor! Rail Service Proposing Service cuts as people are still coming out of the pandemic seems counterinuitive. Pushing people away from public transportation is environmentally irresponsible. I am over 65, and rely heavily on bus and metro rail. Reducing/eliminating routes 33, 31, 96, will directly impact my ability to access docts, community activities, musums, theater, and public events. Bus Service Do not alter bus service upon which many senior citizens and essential workers depend. The DC mayor encourage is to give up cars. This means taking the bus because buses go where Metroral doesn't. Bus Service We not not university and housing to the transport to train and people transportation to solve citizens and essential workers depend. The DC mayor encourage is to give up cars. This means taking the bus hear use house are and people thany the value are is going to be a hard time. If you cute those routes how we are going to get there public transportation to solve citizen and people thany tervice. Bus Service	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower	
rather pay a higher ¹ are than endure service uts. Also, ¹ m opposed to bus stop removal (consolidation ¹) (consolidation ¹) because it also is a reduction in service. Index you within fland funds to core your budget the service. Thank you ob and the ave to cut service. Thank you ob and the ave to cut service. Thank you ob and the ave to cut service. Thank you ob and the avert to subway doesn't. Budget, Management and Spending Object (Consolidation ¹) (Consol ¹) (Consol ¹) (Consol ¹) (Consol ¹	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty,	Service Levels
Consolidation ¹ because it also is a reduction in service. I hope you will find funds to cover your budget shortfall and not have to cut service. Thank you Operating Budget, Management and Spending Shortfall and not have to cut service. Thank you Operating Budget, Management and Spending Son not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential service. In DC the mayor encourages is to give up cars; this means we take the bus provide on the set subway doent. Bus Service We do not need metro services in National Harbori Rail Service Proposing Service cuts as poole are still coming out of the pandemic seems counterintuitive. Publing responsible, Lan over 65, and rely heavily early hand wet for all. Reducing/eliminating routes 33, 31, 96, will directly impact my ability to access doctors, community activities, museums, theater, and public cresponder fundor bus insess to fund public transportation to solve climate and pollution crises (see Colorado example); Bus Service Bus Service Do not alter bus werice upon which many self cuttors and essential worker depender. The OC mayor encourages is to give up cars. This means taking the bus because buses go where Metroral doesn't. Bus Service We need to meet D and G2 because basically hose are the anin notes that connect with bug were divertion were reging to get three pair to university and hospital that we need to be ta 6 and appophe that service. Bus Service We need to meet D and G2 because basically hose are to at a dive pair streets from the hughway. The entreman data dup holy for three to the service how which and that pay to riverts with the not set service dup which and pay por for Metrol Bus Service	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains.	Service Levels
shortfall and not have to ut service. Thank you Operating Budget, Management and Spending Do not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. in DC the mayor encourages is to give up cars; this means we take the bus us service Bus Service We do not need metro services in National Harborl Rail Service Proposing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing people away from public transportation is environmentally irresponsible. I am over 65, and rely heavily heavily for the or national Harborl Rail Service Do not alter bus service paris, France example); Switch 100% electric buses faster; for SUS (see Paris, France example); Switch 100% electric buses faster; for SUS (see Paris, France example); Switch 100% electric buses faster; for SUS (see Paris, France example); Switch 100% electric buses faster; for SUS (see Paris, France example); Switch 100% electric buses faster; for SUS (see Paris, France example); Switch 100% electric buses faster; for SUS (see Paris, France example); Switch 200 Kenter bus service upon which mary senior citizens and essential workers depend. The DC mayor encourages is to give up cars. This means taking the bus because buses go where Metrorail doesn't. Bus Service Bor on alter bus service upon which mary senior citizens and essential workers face groups of gening that we need to be ta 6 am and people that we den to be a 1 for une; for you cut those or eng going to get through VA, why not reciprocat Bus Service Put a toll and make people from Md and VA pay to drive through the city on the major streets from the highway; Take the revenue and put it toward metro rail and bus inprovements! We pay tolls to thy wo	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of montgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. I live carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would	Service Levels
Do not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus Bus Service We do not need metro services in National Harborl Proposing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing people away from public transportation is environmentally irresponsible. I am over 65, and rely heavily on bus and metro rail. Reducing/eliminating routes 33, 31, 96, will directly impact may ability to access doctros, community activities, mouseums, theater, and public events. Bus Service Bus Service Bus Service Increase parking fees for SUVs (see Paris, France example); Switch to 100% electric buses faster; Incentivize all DC businesses to fund public transportation or their employees; Create an eco-pass for going public transportation to solve citizens and essential workers depend. The DC mayor encourages is to give up cars. This means taking the bus because buses go where Metrorail doesn't. Bus Service We need to meet D6 and G2 because basically othose are the main routes that connect with Georgetown area. We work in the university and hospital that we need to be ta 6 am and people tak we don't have a car is going to be a hard time. If you cute those routes how we are going to get there and and public transportation to solve cimen cut and and bus improvements! We pay to lits to do the transport for Metro and Bus improvements! We pay to lits to do the solute and the advertise it to gain inders. First presex from the first pandemic sets do to the lit toward metro roal and bus improvements! We pay to lits toward metro roal and bus improvement	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. I live carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal	Service Levels
workers heavily depend, in DC the mayor encourages is to give up cars; this means we take the bus instead of driving. Buses go where the subway doesn't. Bus Service We do not need metro services in National Harbori Rail Service Proposing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing people away from public transportation is environmentally irresponsible. I amo ver 65, and rely heavily on bus and metro rail. Reducing/eliminating routes 33, 31, 96, will directly impact my ability to access doctors, community activities, museums, theater, and public events. Bus Service Increases parking fees for SUVs (see Paris, France example); Switch to 100% electric buses faster; Increativize all DC businesses to fund public transportation to rise's (see Colorado example); Bus Service Bus Service Do not alter bus service upon which many senior citizens and essential workers depend. The DC mayor encourages is to give up cars. This means taking the bus because buses go where Metrorall doesn't. Bus Service We need to meet D6 and G2 because basically those are the main routes that connect with the work in the university and hospital that we need to be ta 6 am and people that we don't have a ris going to be a hard time. If you cut those or utes mony we are going to get ther bighway. Take the revenue and put it toward metro rail and bus improvements! We pay tols to dive/commut through VA, why not reciprocate Bus Service Keep working to get jurisdictions to step up and help pay for Metro! Rail Service Bus Service Irrespresed form Ma and tha soon solve every him gens to the soptem so tou	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. I live carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal ('consolidation') because it also is a reduction in service. I hope you will find funds to cover your budget	Service Levels Bus Service
We do not need metro services in National Harbor! Rail Service Proposing Service cuts as people are still coming out of the pandemic services in National Harbor! Rail Service Proposing Service cuts as people are still coming out of the pandemic services in National Harbor! Rail Service Proposing Service cuts as people are still coming out of the pandemic services in National Harbor! Rail Service Increase parking fees for SUVs (see Paris, France example); Suvit to 100% electric buses faster; Bus Service Increase parking fees for SUVs (see Paris, France example); Suvit to 100% electric buses faster; Bus Service Do not alter bus service upon which many senior citizens and essential workers depend. The DC mayor Bus Service We need to meet D6 and G2 because basically those are the main routes that connect with Bus Service Georgetown area. We work in the university and hospital that we need to be ta 6 an and people that Bus Service We need to meet D6 and G2 because basically those are the main routes that connect with Bus Service Reage working to get jurisdictions to setup and help pay for Metrol Bus Service Reage working to get jurisdictions to setup and help pay for Metrol Rail Service Reage working to get jurisdictions to setup and help pay for Metrol Rail Service Reage working to get jurisdictins to setup and help pay for Metrol Rail Service </td <td>who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. I live carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal</td> <td>Service Levels Bus Service</td>	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. I live carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal	Service Levels Bus Service
Proposing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing people away from public transportation is environmentally irresponsible. I am over 65, and rely heavily on bus and metro rail. Reducing/ellminating routes 33, 31, 95, will directly impact my ability to access doctors, community activities, museums, theater, and public events. Increase parking fees for SUVs (see Paris, France example), Switch to 100% electric buses faster; Increative all DC businesses to fund public transportation for their employees; Create an eco-pass for people using public transportation to solve climate and pollution crises (see Colorado example); Do not alter bus service upon which many senior citizens and essential workers depend. The DC mayor encourages is to give up cars. This means taking the bus because buses go where Metrorail doesn't. We need to meet D6 and G2 because basically those are the main routes that connect with Georgetown area. We work in the university and hospital that we need to be ta 6 an and people that we don't have a car is going to be a hard time. If you cute those routes how we are going to get there Put a toll and make people from Md and VA pay to dirve through the city on the major streets from the lightway. Take the revenue and put it toward metror ail and bus improvements! We pay tolls to dirve/commute through VA, why nor reciprocate Keep working to get jurisdictions to step up and help pay for Metrol Rail Service Get the gate jurisdictions on solve everything with succes. God bless you Bus Service Get the gate jumping and fare evading criminals out of the system and then advertise it to gain riders. This is propostrous that Kettor has been so baddly mismanged. The entire management and start fresh with new crew and ideas. If other countries can operate a functional Metro it's such a shame the public transport of the capital of the most powerful country in the world is being obaddly mismanged.	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. I live carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal ('consolidation') because it also is a reduction in service. I hope you will find funds to cover your budget shortfall and not have to cut service. Thank you Do not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus	Service Levels Bus Service Operating Budget, Management and Spending
people sway from public transportation is environmentally irresponsible. I am over 65, and rely heavily on bus and metro rail. Reducing/eliminating routes 33, 31, 96, will directly impact my ability to access doctors, community activities, museums, theater, and public levents. Increase parking fees for SUVs (see Paris, France example); Switch to 100% electric buses faster; Increative all DC businesses to fund public transportation for their employees; Create an eco-pass for People using public transportation to solve climate and public torinos (see Colorado example); Bus Service Do not alter bus service upon which many senior citizens and essential workers depend. The DC mayor encourages is to give up cars. This means taking the bus because buses go where Metroral doesn'. We need to meet D5 and G2 because basically those are the main routes that connect with Georgetown area. We work in the university and hospital that we need to be ta 6 am and people that we don't have a car is going to be a hard time. If you cute those routes how we are going to get three bighway. Take the revenue and put it toward metro rail and bus improvements! We pay tolls to drive/commute through VA, why not reciprocate Keep working to get jurisdictions to step up and help pay for Metrol I agree on the changes of bus schedules and shorten routes that do not fall because sometimes they ravel empty, but the routes16a and 28 A, are very interesting because we end empty people, this is rgreasopinion and that soon solve everything with succes. God bless you Bus Service Please do not close Forest Glen station This is proposerous that due to haspes to bady mismanaged. The entire management and staff have to be fired and start fresh with new crew and ideas. If other countries can operate a functional by soady mismanaged.	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. I live carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal ('consolidation') because it also is a reduction in service. I hope you will find funds to cover your budget shortfall and not have to cut service. Thank you Do not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus instead of driving. Buses go where the subway doesn't.	Service Levels Bus Service Operating Budget, Management and Spending Bus Service
on bus and metro rail. Reducing/eliminating routes 33, 31, 96, will directly impact my ability to access doctors, community activities, museums, theater, and public events. Bus Service Bus Service Increase parking frees for SUVS (see Paris, Frace example); Switch to 100% electric buses faster; Increase parking frees for SUVS (see Paris, Frace example); Switch to 100% electric buses faster; Increase parking frees for SUVS (see Paris, Frace example); Switch to 100% electric buses faster; Increase parking the system and pollution crises (see Colorado example); Bus Service Do not alter bus service upon which many senior citizens and essential workers depend. The DC mayor encourages is to give up cars. This means taking the bus because buses go where Metrorail doesn't. We need to meet D6 and G2 because basically those are the main routes that connect with Georgetown area . We work in the university and hospital that we need to be ta 6 am and people that we don't have a car is going to be a hard time. If you cute those routes how we are going to get there we don't have a car is going to be a hard time. If you cute those routes how we are going to get there highway. Take the revenue and put it toward metro rail and bus improvements! We pay tolls to directomute through VA, why not reciprocate Bus Service Bus Serv	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. I live carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal ('consolidation') because it also is a reduction in service. I hope you will find funds to cover your budget shortfall and not have to cut service. Thank you Do not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus instead of driving. Buses go where the subway doesn't. We do not need metro services in National Harborl	Service Levels Bus Service Operating Budget, Management and Spending Bus Service
doctors, community activities, museums, theater, and public events. Bus Service Increase parking fees for SUVs (see Paris, France example); Switch to 100% electric buses faster; Incentivize all DC businesses to fund public transportation for their employees; Create an eco-pass for people using public transportation to solve climate and pollution crises (see Colorado example); Do not alter bus service upon which many senior clitzens and essential workers depend. The DC mayor encourages is to give up cars. This means taking the bus because buses go where Metrorail doesn't. Bus Service We need to meet D6 and G2 because basically those are the main routes that connect with Georgetown area. We work in the university and hospital that we need to be ta 6 am and people that we don't have a car is going to be a hard time . If you cute those routes how we are going to get there Put a toll and make people from Md and VA pay to drive through the city on the major streets from the highway. Take the revenue and put it toward metro rail and bus improvements! We pay tolls to drive/commute through VA, why not reciprocate Bus Service Keep working to get jurisdictions to step up and help pay for Metrol Rail Service I agree on the changes of bus schedules and shorten routes that do not fall because sometimes they travel empty, but the routes! Ga and 28 A, are very interesting because we need many people, this is my grasias opinion and that soon solve everything with success. God bless you Bus Service Please do not close Forest Gien station Rail Service Rail Service Please do not close Forest Gien station Rail Service Rail Service This is propostrous that Metro has been so bodly mismanaged. The entire manage	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. I live carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal ('consolidation') because it also is a reduction in service. I hope you will find funds to cover your budget shortfall and not have to cut service. Thank you Do not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus instead of driving. Buses go where the subway doesn't. We do not need metro services in National Harbor! Proposing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing	Service Levels Bus Service Operating Budget, Management and Spending Bus Service
Incentivize all DC businesses to fund public transportation for their employees; Create an eco-pass for people using public transportation to solve climate and pollution crises (see Colorado example); Do not alter bus service upon which many senior citizens and essential workers depend. The DC mayor encourages is to give up cars. This means taking the bus because buses go where Metrorail doesn't. We need to meet D6 and G2 because basically those are the main routes that connect with Georgetown area . We work in the university and hospital that we need to be ta 6 am and people that we don't have a car is going to be a hard time . If you cute those routes how we are going to get there Put a toll and make people from Md and VA pay to drive through the city on the major streets from the highway. Take the revenue and put it toward metro rail and bus improvements! We pay tolls to drive/commute through VA, why not reciprocate Keep working to get jurisdictions to step up and help pay for Mtrol argere on the changes of bus schedules and shorten routes that do not fall because sometimes they travel empty, but the routes16a and 28 A, are very interesting because we need many people, this is my grasias opinion and that soon solve everything with success. God bless you Bets ervice Please do not close Forest Glen station This is preposterous that Metro has been so badly mismanaged. The entire management and staff have to be fired and start fresh with new crew and ideas. If other countries can operate a functional Metro it's such a shame the public transport of the capital of the most powerful country in the world is being so badly mismanaged.	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. I live carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal ('consolidation') because it also is a reduction in service. I hope you will find funds to cover your budget shortfall and not have to cut service. Thank you Do not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus instead of driving. Buses go where the subway doesn't. We do not need metro services in National Harborl	Service Levels Bus Service Operating Budget, Management and Spending Bus Service
people using public transportation to solve climate and pollution crises (see Colorado example); Bus Service Do not after bus service upon which many senior citizens and essential workers depend. The DC mayor Bus Service encourages is to give up cars. This means taking the bus because buses go where Metrorail doen't. Bus Service We need to meet D6 and G2 because basically those are the main routes that connect with Bus Service Georgetown area . We work in the university and hospital that we need to be ta 6 am and people that Bus Service We need to meet D6 fand G2 because basically those are the main routes that connect with Bus Service Put a toll and make people from Md and VA pay to drive through the dy bus to through vA, why not reciprocate Bus Service Keep working to get jurisdictions to step up and help pay for Metrol Rail Service I aree on the changes of bus schedules and shorten routes that do not fall because sometimes they travel empty, but the routes16a and 28 A, are very interesting because we need many people, this is my grasias opinion and that soon solve everything with success. God bless you Bus Service Please do not close Forest Clein station Rail Service This is preposterous that Metro has been so badly mismanaged. The entire management and staff have to be fired and start fresh with new crew and ideas. If other countries can operate a functional Metro it's such as hame the public transport of the capital of the most powerful country in theworld is being so polaring Budget, Management	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. Ilive carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal ('consolidation') because it also is a reduction in service. I hope you will find funds to cover your budget shortfall and not have to cut service. Thank you Do not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus instead of driving. Buses go where the subway doesn't. We do not need metro services in National Harborl Proposing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing people away from public transportation is environmentally irresponsible. I am over 65, and rely heavily on bus and metro rail. Reducing/eliminating routes 33, 31, 96, will directly impact my ability to access	Service Levels Bus Service Operating Budget, Management and Spending Bus Service Rail Service
Do not alter bus service upon which many senior citizens and essential workers depend. The DC mayor encourages is to give up cars. This means taking the bus because buses go where Metroral doesn't. We need to meet D6 and G2 because basically those are the main routes that connect with Georgetown area . We work in the university and hospital that we need to be ta 6 am and people that we don't have a car is going to be a hard time . If you cute those routes how we are going to got there Put a toll and make people from Md and VA pay to drive through the city on the major streets from the highway. Take the revenue and put it toward metro rail and bus improvements! We pay tolls to drive/commute through VA, why not reciprocate Keep working to get jurisdictions to step up and help pay for Metrol I agree on the changes of bus schedules and shorten routes that do not fall because sometimes they travel empty, but the routes16a and 28 A, are very interesting because we need many people, this is my grasias opinion and that soon solve everything with success. God bless you Bease don to close Forest Glen station This is preposterous that Metro has been so badly mismanaged. The entire management and staff have to be fired and start fresh with new crew and ideas. If other countries can operate a functional Metro it's such a shame the public transport of the capital of the most powerful country in the world is being Operating Budget, Management and Spending	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. I live carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal (consolidation') because it also is a reduction in service. I hope you will find funds to cover your budget shortfall and not have to cut service. Thank you Do not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus instead of driving. Buses go where the subway doesn't. We do not need metro services in National Harbor! Proposing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing people away from public transportation is environmentally irresponsible. I am over 65, and rely heavily on bus and metro rail. Reducing/eliminating out of 33, 31, 96, will directly impact my ability to access doctors, community activities, museums, theater, and public events.	Service Levels Bus Service Operating Budget, Management and Spending Bus Service Rail Service
encourages is to give up cars. This means taking the bus because buses go where Metrorail doesn't. Bus Service We need to meet D6 and G2 because basically those are the main routes that connect with Bus Service Georgetown area . We work in the university and hospital that we need to be ta 6 am and people that Bus Service We need to meet D6 and G2 because basically those are the main routes that connect with Bus Service Put a toll and make people from Md and VA pay to drive through the city on the major streets from the Bus Service Put a toll and make people from Md and VA pay to drive through the city on the major streets from the Bus Service Rege working to get jurisdictions to step up and help pay for Metrol Rail Service Ragee on the changes of bus schedules and shorten routes that do not fall because sometimes they travel empty, but the routes16a and 28 A, are very interesting because we need many people, this is my grasias opinion and that soon solve everything with success. God bless you Bus Service Please do not close Forest Glen station Rail Service This is preposterous that Metro has been so badly mismanaged. The entire management and staff have to be fired and start fresh with new crew and ideas. If other countries can operate a functional Metro it's such a shame the public transport of the capital of the most powerful country in the world is being so badly mismanaged. Operating Budget, Management and Spending	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. I live carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal ('consolidation') because it also is a reduction in service. I hope you will find funds to cover your budget shortfall and not have to cut service. Thank you Do not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus instead of driving. Buses go where the subway doesn't. We do not need metro services in National Harborl Proposing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing people away from public transportation is environmentally irresponsible. I am over 65, and rely heavily on bus and metro rail. Reducing/eliminating routes 33, 31, 96, will directly impact my ability to access doctors, community activities, museums, theater, and public events. Increase parking fees for 2015 (see Paris, France example); Switch to 100% electric buses faster; Incentivize all DC businesses to fund public transportation for their employees; Create an aco-pass	Service Levels Bus Service Operating Budget, Management and Spending Bus Service Rail Service Bus Service
We need to meet D6 and G2 because basically those are the main routes that connect with Georgetown area . We work in the university and hospital that we need to be ta 6 am and people that we don't have a car is going to be a hard time . If you cute those routes how we are going to get there Bus Service Put a toll and make people from Md and VA pay to drive through the city on the major streets from the highway. Take the revenue and put it toward metro rail and bus improvements! We pay tolls to drive/commute through VA, why not reciprocate Bus Service Keep working to get jurisdictions to step up and help pay for Metrol Rail Service I agree on the changes of bus schedules and shorten routes that do not fall because sometimes they Bus Service travel empty, but the routes16a and 28 A, are very interesting because we need many people, this is Bus Service Get the gate jumping and fare evading criminals out of the system and then advertise it to gain riders. Fares/Fees/Parking Please do not close Forest Glen station Rail Service This is preposterous that Metro has been so badly mismanaged. The entire management and staff have Rail Service to be fired and start fresh with new crew and ideas. If other countries can operate a functional Metro Kail Service Vi's such a shame the public transport of the capital of the most powerful country in the world is being Operating Budget, Management and	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. I live carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal ('consolidation') because it also is a reduction in service. I hope you will find funds to cover your budget shortfall and not have to cut service. Thank you Do not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus instead of driving. Buses go where the subway doesn't. We do not need metro services in National Harborl Proposing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing people away from public transportation is environmentally irresponsible. I am over 65, and rely heavily heater; hand public transportation to solve climate and public vents. Increase parking fees for SUVs (see Paris, France example); Switch to 100% electric buses faster; Incentivize all DC businesses to fund public transportation for their employees; Create an eco-pass for people using public transportation to solve climate and pollution crise (see Colorado example);	Service Levels Bus Service Operating Budget, Management and Spending Bus Service Rail Service Bus Service
Georgetown area . We work in the university and hospital that we need to be ta 6 am and people that Bus Service we don't have a car is going to be a hard time . If you cute those routes how we are going to get there Bus Service Put a toll and make people from Md and VA pay to drive through the city on the major streets from thighway. Take the revenue and put it toward metro rail and bus improvements! We pay tolls to Bus Service drive/commute through VA, why not reciprocate Bus Service Reep working to get jurisdictions to step up and help pay for Metrol Rail Service I agree on the changes of bus schedules and shorte noutes that do not fall because sometimes they travel empty, but the routes16a and 28 A, are very interesting because we need many people, this is my grasias opinion and that soon solve everything with success. God bless you Bus Service Get the gate jumping and fare evading criminals out of the system and then advertise it to gain riders. Fares/Fees/Parking Please do not close Forest Clen station Rail Service This is preposterous that Metro has been so badly mismanaged. The entire management and staff have t's such a shame the public transport of the capital of the most powerful country in the world is being so badly mismanaged. Fares/Fees/Parking Operating Budget, Management and Spending Operating Budget, Management and Spending	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. Ilive carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal ('consolidation') because it also is a reduction in service. I hope you will find funds to cover your budget shortfall and not have to cut service. Thank you Do not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus instead of driving. Buses go where the subavay doesn't. We do not need metro services in National Harbort II Proposing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing people away from public transportation is environmentally irresponsible. I am over 65, and rely heavily on bus and metro rail. Reducing/eliminating routes 33, 31, 96, will directly impact my ability to access doctors, community activities, museums, theater, and public events. Increase parking fees for SUVs (see Paris, France example); Switch to 100% electric buses faster; Incentivize all DC businesses to fund public transportation for sole citine and pollution crises	Service Levels Bus Service Operating Budget, Management and Spending Bus Service Rail Service Bus Service Bus Service
Put a toll and make people from Md and VA pay to drive through the city on the major streets from the highway. Take the revenue and put it toward metro rail and bus improvements! We pay tolls to drive/commute through VA, why not reciprocate Bus Service Real Service I agree on the changes of bus schedules and shorten routes that do not fall because sometimes they travel empty, but the routes16a and 28 A, are very interesting because we need many people, this is my grasias opinion and that soon solve everything with success. God bless you Bus Service Get the gate jumping and fare evading criminals out of the system and then advertise it to gain riders. Please do not close Forest Glen station This is preposterous that Metro has been so badly mismanaged. The entire management and staff have to be fired and start fresh with new crew and ideas. If other countries can operate a functional Metro i's such a shame the public transport of the capital of the most powerful country in the world is being so badly mismanaged.	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. I live carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal ('consolidation') because it also is a reduction in service. I hope you will find funds to cover your budget shortfall and not have to cut service. Thank you Do not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus instead of driving. Buses go where the subway doesn't. We do not need metro services in National Harborl Proposing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing people away from public transportation is environmentally irresponsible. I am over 65, and rely heavily heater; hand public transportation to solve climate and public vents. Increase parking fees for SUVs (see Paris, France example); Switch to 100% electric buses faster; Incentivize all DC businesses to fund public transportation for their employees; Create an eco-pass for people using public transportation to solve climate and pollution crise (see Colorado example);	Service Levels Bus Service Operating Budget, Management and Spending Bus Service Rail Service Bus Service Bus Service
highway. Take the revenue and put it toward metro rail and bus improvements! We pay tolls to drive/commute through VA, why not reciprocate Bus Service Bus Service Aral Service Arad Start Fresh with new crew and ideas. If other countries can operate a functional Metro It's such a Shame the public transport of the capital of the most powerful country in the world is being So badly mismanaged. Operating Budget, Management and Spending Arangement and Spending Arangement and Spending Arangement and Spending Arangement	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower Impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. Ilive carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal ('consolidation') because it also is a reduction in service. I hope you will find funds to cover your budget shortfall and not have to cut service. Thank you Do not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus instead of driving. Buses go where the subway doesn't. We do not need metro services in National Harborl Proposing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing people away from public transportation is environmentally irresponsible. I am over 65, and rely heavily no hus and metro rail. Reducing/eliminating routes 33, 31, 96, will directly impact my ability to access doctors, community activities, museums, theater, and public events. Increase parking fees for SUVs (see Paris, France example); Switch to 100% electric buses faster; Incentivize all DC businesses to fund public transportation for their employees; Create an eco-pass f	Service Levels Bus Service Operating Budget, Management and Spending Bus Service Rail Service Bus Service Bus Service Bus Service
drive/commute through VA, why not reciprocate Bus Service Keep working to get jurisdictions to step up and help pay for Metrol Rail Service I agree on the changes of bus schedules and shorten routes that do not fall because sometimes they travel empty, but the routes16a and 28 A, are very interesting because we need many people, this is my grasias opinion and that soon solve everything with success. God bless you Bus Service Best Entre in the store of the system and then advertise it to gain riders. Fares/Fees/Parking Please do not close Forest Glen station Rail Service This is preposterous that Metro has been so badly mismanaged. The entire management and staff have to be fired and start fresh with new crew and ideas. If other countries can operate a functional Metro ti's such a shame the public transport of the capital of the most powerful country in the world is being operating Budget, Management and Spending Operating Budget, Management and Spending	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. I live carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal ('consolidation') because it also is a reduction in service. I hope you will find funds to cover your budget shortfall and not have to cut service. Thank you Do not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus instead of driving. Buses go where the subway doesn't. We do not need metro services in National Harborl Proposing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing people away from public transportation is environmentally irresponsible. I am over 65, and rely heavily on bus and metro rail. Reducing/eliminating routes 33, 31, 96, will directly impact my ability to access doctors, community activities, museums, theater, and public creas (see Colorado example); Do not alter bus service upon which many senior citizens and essential workers depend. The DC mayor encourages is to give up cars. This means taking the bus because buses go wh	Service Levels Bus Service Operating Budget, Management and Spending Bus Service Rail Service Bus Service Bus Service Bus Service
Keep working to get jurisdictions to step up and help pay for Metrol Rail Service I agree on the changes of bus schedules and shorten routes that do not fall because sometimes they travel empty, but the routes16a and 28 A, are very interesting because we need many people, this is my grasias opinion and that soon solve everything with success. God bess you Bus Service Get the gate jumping and fare evading criminals out of the system and then advertise it to gain riders. Fares/Fees/Parking Please do not close Forest Glen station Rail Service This is preposterous that Metro has been so badly mismanaged. The entire management and staff have to be fired and start fresh with new crew and ideas. If other countries can operate a functional Metro it's such a shame the public transport of the capital of the most powerful country in the world is being so badly mismanaged. Operating Budget, Management and Spending	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. I live carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal ('consolidation') because it also is a reduction in service. I hope you will find funds to cover your budget shortfall and not have to cut service on which many citizens, particularly senior citizens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus instead of driving. Buses go where the subway doesn't. We do not need metro services in National Harbor! Proposing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing people away from public transportation is environmentally irresponsible. I am over 65, and rely heavily on bus and metro rail. Reducing/eliminating routes 33, 31, 96, will directly impact my ability to access doctors, community activities, museums, theater, and public verts. I to 20% electric buses faster; Increate parking fees for SUVs (see Paris, France example); Switch to 100% electric buses faster; Increative all DC businesses to fund public transportation for their employees; Create an eco-pass for people using pu	Service Levels Bus Service Operating Budget, Management and Spending Bus Service Rail Service Bus Service Bus Service Bus Service
I agree on the changes of bus schedules and shorten routes that do not fall because sometimes they travel empty, but the routes16a and 28 A, are very interesting because we need many people, this is my grasias opinion and that soon solve everything with success. God bless you Bus Service Get the gate jumping and fare evading criminals out of the system and then advertise it to gain riders. Please do not close Forest Glen station This is preposterous that Metro has been so badly mismanaged. The entire management and staff have to be fired and start fresh with new crew and ideas. If other countries can operate a functional Metro t's such a shame the public transport of the capital of the most powerful country in the world is being so badly mismanaged. Operating Budget, Management and Spending	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. I live carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal ('consolidation') because it also is a reduction in service. I hope you will find funds to cover your budget shortfall and not have to cut service. Thank you D0 not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus instead of driving. Buses go where the subway doesn't. We do not need metro services in National Harborl Proposing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing people away from public transportation is environmentally irresponsible. I am over 65, and rely heavily no bus and metro rail. Reducing/eliminating routes 33, 31, 96, will directly impact my ability to access doctors, community activities, museums, theater, and public events. Increase parking fees for SUVs (see Paris, France example); Switch to 100% electric buses faster; Incentivize all DC businesses to fund public transportation for their employees; Create an eco-pass	Service Levels Bus Service Operating Budget, Management and Spending Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service
my grasias opinion and that soon solve everything with success. God bless you Bus Service Get the gate jumping and fare evading criminals out of the system and then advertise it to gain riders. Fares/Fees/Parking Please do not close Forest Glen station Rail Service This is preposterous that Metro has been so badly mismanaged. The entire management and staff have to be fired and start fresh with new crew and ideas. If other countries can operate a functional Metro it's such a shame the public transport of the capital of the most powerful country in the world is being so badly mismanaged. Operating Budget, Management and Spending	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. I live carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal ('consolidation') because it also is a reduction in service. I hope you will find funds to cover your budget shortfall and not have to cut service on which many citizens, particularly senior citizens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus instead of driving. Buses go where the subway doesn't. We do not need metro services in National Harbor! Proposing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing people away from public transportation is environmentally irresponsible. I am over 65, and rely heavily on bus and metro rail. Reducing/eliminating routes 33, 31, 96, will directly impact my ability to access doctors, community activities, museums, theater, and public verts. I to 20% electric buses faster; Increate parking fees for SUVs (see Paris, France example); Switch to 100% electric buses faster; Increative all DC businesses to fund public transportation for their employees; Create an eco-pass for people using pu	Service Levels Bus Service Operating Budget, Management and Spending Bus Service Rail Service Bus Service
Get the gate jumping and fare evading criminals out of the system and then advertise it to gain riders. Fares/Fees/Parking Please do not close Forest Glen station Rail Service This is preposterous that Metro has been so badly mismanaged. The entire management and staff have to be fired and start fresh with new crew and ideas. If other countries can operate a functional Metro it's such a shame the public transport of the capital of the most powerful country in the world is being so badly mismanaged. Operating Budget, Management and Spending	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. I live carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal (consolidation') because it also is a reduction in service. I hope you will find funds to cover your budget shortfall and not have to cut service. Thank you Do not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus instead of driving. Buses go where the subway doesn't. We do not need metro services in National Harbor! Proposing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing people away from public transportation is environmentally irresponsible. I am over 65, and rely heavily on bus and metro rail. Reducing/eliminating evenders and public veras, and public events. Increase parking fees for SUVs (see Paris, France example); Switch to 100% electric buses faster; Increntivize all DC businesses to fund public transportation to solve climate and pollution crises (see Colorado example); Do no at late bus service upon which many senior citzens and	Service Levels Bus Service Operating Budget, Management and Spending Bus Service Rail Service Bus Service
Please do not close Forest Glen station Rail Service Rail Service Rail Service Rail Service Rail Service This is preposterous that Metro has been so badly mismanaged. The entire management and staff have to be fired and start fresh with new crew and ideas. If other countries can operate a functional Metro rif's such a shame the public transport of the capital of the most powerful country in the world is being so badly mismanaged. Operating Budget, Management and Spending	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower limpact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. Ilive caffee and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal ('consolidation') because it also is a reduction in service. I hope you will find funds to cover your budget shortfall and not have to cut service. Thank you Do not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus instead of driving. Buses go where the subway doesn't. We do not need metro services in National Harborl Proposing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing people away from public transportation is environmentally irresponsible. I am over 65, and rely heavily on bus and metro rail. Reducing/eliminating routes 33, 31, 96, will directly impact my ability to access doctors, community activities, museums, theater, and public events. Increase parking fees for SUVs (see Paris, France example); Switch to 100% electric buses faster; Incentivize all DC businesses to fund public transportation for their employees; Create an eco-pass f	Service Levels Bus Service Operating Budget, Management and Spending Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service Rail Service Bus Service Rail Service Rail Service Rail Service Rail Service Rail Service
This is preposterous that Metro has been so badly mismanaged. The entire management and staff have to be fired and start fresh with new crew and ideas. If other countries can operate a functional Metro it's such a shame the public transport of the capital of the most powerful country in the world is being so badly mismanaged. Operating Budget, Management and Spending	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. I live carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal ('consolidation') because it also is a reduction in service. I hope you will find funds to cover your budget shortfall and not have to cut service. Thank you Do not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus instead of driving. Buses go where the subway doesn't. We do not need metro services in National Harborl I Proposing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing people away from public transportation is environmentally irresponsible. I am over 65, and rely heavily on bus and metro rail. Reducing/eliminating routes 33, 31, 96, will directly impact my ability to access doctors, community activities, museums, theater, and public events. Increases faster; locentivize all DC businesses to fund public transportation for their employees; Create an eco-pass for people using public transportation to solve climate and pollution crises (Service Levels Bus Service Operating Budget, Management and Spending Bus Service Rail Service Bus Service
to be fired and start fresh with new crew and ideas. If other countries can operate a functional Metro it's such a shame the public transport of the capital of the most powerful country in the world is being so badly mismanaged. Operating Budget, Management and Spending	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eleminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. Ilive carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal ('consolidation') because it also is a reduction in service. I hope you will find funds to cover your budget shortfall and not have to cut service. Thank you Do not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus instead of driving. Buses go where the subway doesn't. We do not need metro services in National Harborl Proposing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing people away from public transportation is environmentally irresponsible. I am over 65, and rely heavily on bus and metro rail. Reducing/eliminating rotues 3, 31, 96, will directly impact my ability to access doctors, community activities, museums, theater, and public events. Increase parking fees for SUVs (see Paris, France example). Switch to 100% electric buses faster; Incentivize all DC businesses to fund public transportation to solve climate and pollution crises (see	Service Levels Bus Service Operating Budget, Management and Spending Bus Service Rail Service Bus Serv
it's such a shame the public transport of the capital of the most powerful country in the world is being so badly mismanaged. Operating Budget, Management and Spending	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. I live carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal ('consolidation') because it also is a reduction in service. I hope you will find funds to cover your budget shortfall and not have to cut service. Thank you Do not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus instead of driving. Buses go where the subway doesn't. We do not need metro services in National Harborl Proposing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing people away from public transportation is environmentally irresponsible. I am over 65, and rely heavily no hus and metro rail. Reducing/eliminating routes 33, 31, 96, will directly impact my ability to access doctors, community activities, museums, theater, and public events. Increase parking fees for SUVs (see Paris, France example); Switch to 100% electric buses faster; Incentivize all DC businesses to fund public transportation for their employees; Create an eco-pass	Service Levels Bus Service Operating Budget, Management and Spending Bus Service Rail Service Bus Serv
	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eleminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. Ilive carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal ('consolidation') because it also is a reduction in service. I hope you will find funds to cover your budget shortfall and not have to cut service. Thank you Do not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus instead of driving. Buses go where the subway doesn't. We do not need metro services in National Harborl Proposing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing people away from public transportation is environmentally irresponsible. I am over 65, and rely heavily on bus and metro rail. Reducing/eliminating rotues 3, 31, 96, will directly impact my ability to access doctors, community activities, museums, theater, and public events. Increase parking fees for SUVs (see Paris, France example). Switch to 100% electric buses faster; Incentivize all DC businesses to fund public transportation to solve climate and pollution crises (see	Service Levels Bus Service Operating Budget, Management and Spending Bus Service Rail Service Bus Serv
please don?t cut the G2 bus. that is how i get to work! Bus Service	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. Ilive carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal ('consolidation') because it also is a reduction in service. I hope you will find funds to cover your budget shortfall and not have to cut service. Thank you Do not medke cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. In DC the mayor encourages is to give up cars; this means we take the bus instead of driving. Buses go where the subway doesn't. We do not need metro services in National Harbort I. Proposing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing people away from public transportation is environmentally irresponsible. I am over 65, and rely heavily on bus and metro rail. Reducing/eliminating routes 33, 31, 96, will directly impact my ability to access doctors, community activities, museums, theater, and public events. Increase parking fees for SUVs (see Paris, France example); Switch to 100% electric buses faster; Incentivize all DC businesses to fund public transportation to solve climate and pollution crises	Service Levels Bus Service Operating Budget, Management and Spending Bus Service Rail Service Bus Serv
	who live in the Palisades and rely on the D6 bus to get to campus. Without it, we would have no other option. We would even be alright with reduced service or increased fares, but eliminating it all together would be detrimental. Thank you for your consideration. Feels like this plan affects lower income areas of service disproportionately. I don't see much happening in wealthier sections of mpntgimery County or Northern Virginia. Or at least it seems to have lower impact there. Please do not eliminate the G2 bus line, it is very necessary for Georgetown University students, faculty, and staff and has good ridership numbers. There is no good reason to eliminate it. Furthermore, please do not ever increase wait times on the Metrorail. No one will ride it if they have to wait longer between trains. I live carfree and rely primarily on Metrobus for transport. I strongly prefer bus over rail, and I would rather pay a higher fare than endure service cuts. Also, I'm opposed to bus stop removal (consolidation') because it also is a reduction in service. I hope you will find funds to cover your budget shortfall and not have to cut service. Thank you Do not make cuts to Metro bus service on which many citizens, particularly senior citizens and essential workers heavily depend. In D C the mayor encourages is to give up cars; this means we take the bus instead of driving. Buses go where the subway doesn't. We do not need metro services in National Harbor! Proposing Service cuts as people are still coming out of the pandemic seems counterintuitive. Pushing people away from public transportation is environmentally irresponsible. I am over 65, and rely heavily on bus and metro rail. Reducing/eliminating routes 33, 31, 96, will directly impact my ability to access doctors, community activities, museums, theater, and public events. Increase parking fees for SUVs (see Paris, France example); Switch to 100% electric buses faster; Increntivize all DC businesses to fund public transportation for their employees; Create an e	Service Levels Bus Service Operating Budget, Management and Spending Bus Service Rail Service Bus Service Centry Service Bus Service Centry Service Bus Service Centry Service

Comment	Category
DC want to fine my condo up to \$2M because it isn?t green enough and yet it wants to reduce or eliminate bus service?!?! I?m so opposed to elimination of the 96, the N2/4/6, and cutbacks to the bus	
lines along Wisconsin and into downtown. The district needs to spend my tax dollars on transit and	
REAL services (including police services and homelessness), not the bureaucracy that sits around	
dreaming up unfair and ineffective policies that provide no services and only increase my expenses.	Bus Service
I take the bus to Capitol Hill for work each day. My commute is now longer since WMATA cut the 30	
and 37 bus routes after the pandemic. I transfer to the 36 bus from the 33 at 13th and Penn Ave or	
take the Metro from Federal Triangle the rest of the way. At night my reverse commute is much longer due to crowded buses and wait times. Right now, it?s almost 90 minutes to travel 6 miles in the	
evening even if I use Metro rail part of the trip. Changes to the 31,33, 96, N4, N6 and 3Y will impact and	
further lengthen my commute. Thank you.	Bus Service
Enough people already struggle with fairs unfortunately I think raising them will only worsen the issues	
resulting in money wasted on fair gates/other protection measures.	Miscellaneous
I?m a mom who uses metro for work and metro to take my son to school. This will effect my commute	
greatly if metro cuts service to the F8 and the 86 please do not cut G2 and D6. It is already hard to access Georgetown through public transit. Thank you.	Bus Service Bus Service
If you cut the d6,d2,62, and 63 busses, i wont be able to get to school at all.	Bus Service
All jurisdictions (Maryland, Virginia, and DC) should be required to fund a specific amount (a	
percentage?) each year. Operating and maintenance costs will increase over time. I expect fares would	
increase due to the increased operating and maintenance costs.	Fares/Fees/Parking
My daughter will have no way to get to her DCPS high school If you cut the D2 and D6. Since DC does	Buc Sonvice
not provide school buses the Metro Bus is her only way of transport to and from school. There is growing need for transit in PG county with lots of development coming. Please prioritize the	Bus Service
green line and bus routes within that region to support the population.	Bus Service
I commute to work everyday using the 96 bus in at least one direction - without it I would have to	
consider getting a car which I want to avoid & cannot afford. The 96 bus service & frequency on S2 and	
weekend service on 42 & 43 were critical in my decision to live at my current address - if wmata want	
to keep people using their services, reducing these services will have a significant detrimental impact	Bus Service
the d2 and the d6 are used by so many students at duke ellington if you cut BOTH of them how will we get to school?	Miscellaneous
With Metro being some people's only form of transportation, fare hikes and service elimination would	
crumble a lot of livelihoods. Most people use Metro because they cannot afford a vehicle. Especially	
with the way inflation is, and with literally everything on the rise. A suggestion I have is coming up with	
programs to help people at least TRY to afford the price hikes that will eventually come. My other	
issues are reducing services for places like D2, R4, V8, X8, etc. Without these routes, so many people	
would have to walk miles just to reach their homes. It's unfair and unacceptable for people trying to	
make a living, and they're unable to determine how they will make it to their jobs or even to the grocery stores for food. Please reconsider making cuts or changes to other places.	Bus Service
im working at georgetown have to catch p12 on weekend to get to stadium to catch d6 to get to work	Bus Service
in yes this will impact me because everybody doent drive dont always have lyft or uber money please	
think about people depened on these routes ther alot of people that come georgetown hosptial that	
dont drive.	Bus Service
A Lot Of people will be affected on these proposals elderly people Handicapped persons who does. not	
have any other means of transportation to get to the hospital. or even to perform their activities of daily living. A lot of my coworkers. As well as myself . who has to work at Medstar Georgetown	
University Hospital . Who depend on public transportation to get to and from work .	MetroAccess
please do not eliminate the only service over the Wilson Bridge NH2 this will leave zero transit options	
between PG County and Alexandria	Service Levels
Do not eliminate D2 - it?s the only bus servicing the neighborhood and connecting it to the red line	Bus Service
Please reconsider yellow line turnbacks. Those of us who live on the northern end of the green line experience crowding and delays. We can no longer easily transfer to red line because delays near Mt.	
Vernon cause us to have to wait several extra minutes. It takes almost double the amount of time to	
get to National Airport. With the yellow line running to Fort Totten and past Mt Vernon it used to take	
about 25 minutes to get to the airport. Now you have to build in at least an extra 20 or more minutes.	
Reducing bus service in busy areas is not a good idea. There are a lot of seniors who cannot walk	
several blocks to get to metro, but they can walk to their corner to catch a bus. Bus drivers help seniors	
to board. Metro is very challenging for those with mobility issues because folks get impatient during rush hour. Also, if metro keeps hiking up fares out to the suburbs those folks will drive instead of take	
metro and our roads will be even more congested and polluted.	Bus Service
I am in an area of town where without metro rail access and rely on the metro is to be connected to	
other areas of town as the most affordable option. As taxpayers, we should have access to public	
transportation in our neighborhood, especially given the number of schools and the presence of	
hospitals in our area.	Rail Service
In my opinion I think that if they ask me about routes that I do not frequent very often I will say that they close them and that I keep the ones I used in the same way that if they ask someone who does not	
they close them and that I keep the ones I used in the same way that if they ask someone who does not use my route, they will say that they close it. On the other hand, in my case, the R12 bus is very	
important for me in particular that I am going to the doctor is an affordable means of transport.	Bus Service
This is absurd, too many people (especially students) rely on these bus routes.	Bus Service
Please do not get rid of the M4. It is the only bus serving our neighborhood and is a lifeline for seniors	
as well as students heading to Deal MS and Jackson-Reed HS. The Military Ave bus lines are critical too.	
Thanks for your consideration. You cannot just take a whole route of busses away. There should be other ways to find fundings. Most	Bus Service
of the metro systems in the world work in deficit. The point is not to be profitable, but to provide	
public means of transportation to the population. You should be working with VA and MD to	
understand what can be done to encourage people to use metrorail/metro buses more, instead of	
cutting the service. Also work on infrastructure to make rides cheaper, electric vs fuel, and so on. Look	
	Rus Convico
into other metro systems in the world such as Singapore and how they achieved profitable results.	Bus Service
Eliminating the D2 and D6 bus lines would severely impact my ability to commute and get around my	bus service
Eliminating the D2 and D6 bus lines would severely impact my ability to commute and get around my home, Washington, DC. I live in Glover Park, which is a neighborhood that already has subpar	bus service
Eliminating the D2 and D6 bus lines would severely impact my ability to commute and get around my home, Washington, DC. I live in Glover Park, which is a neighborhood that already has subpar connection to public transport. Eliminating these lines and cutting service to the 31 and 33 would	
Eliminating the D2 and D6 bus lines would severely impact my ability to commute and get around my home, Washington, DC. I live in Glover Park, which is a neighborhood that already has subpar	
Eliminating the D2 and D6 bus lines would severely impact my ability to commute and get around my home, Washington, DC. I live in Glover Park, which is a neighborhood that already has subpar connection to public transport. Eliminating these lines and cutting service to the 31 and 33 would further and severely hamper public transportation access to this part of DC. I live in DC because of its	DIS SELVICE
Eliminating the D2 and D6 bus lines would severely impact my ability to commute and get around my home, Washington, DC. I live in Glover Park, which is a neighborhood that already has subpar connection to public transport. Eliminating these lines and cutting service to the 31 and 33 would further and severely hamper public transportation access to this part of DC. I live in DC because of its easy access to public transportation, and believe that metrobus and metrorail are an essential part of our city. If these draconian cuts are passed, and the already sparse access to my neighborhood is cut further, I will seriously consider moving out of Washington, DC. I love DC, but continuing these	DIS SEIVICE
Eliminating the D2 and D6 bus lines would severely impact my ability to commute and get around my home, Washington, DC. I live in Glover Park, which is a neighborhood that already has subpar connection to public transport. Eliminating these lines and cutting service to the 31 and 33 would further and severely hamper public transportation access to this part of DC. I live in DC because of its easy access to public transportation, and believe that metrobus and metrorail are an essential part of our city. If these draconian cuts are passed, and the already sparse access to my neighborhood is cut further, I will seriously consider moving out of Washington, DC. I love DC, but continuing these draconian cuts, which will just lead to a spiral of further destruction of our public transportation	
Eliminating the D2 and D6 bus lines would severely impact my ability to commute and get around my home, Washington, DC. I live in Glover Park, which is a neighborhood that already has subpar connection to public transport. Eliminating these lines and cutting service to the 31 and 33 would further and severely hamper public transportation access to this part of DC. I live in DC because of its easy access to public transportation, and believe that metrobus and metrorail are an essential part of our city. If these draconian cuts are passed, and the already sparse access to my neighborhood is cut further, I will seriously consider moving out of Washington, DC. I love DC, but continuing these draconian cuts, which will just lead to a spiral of further destruction of our public transportation infrastructure, is a fatal error.	Bus Service
Eliminating the D2 and D6 bus lines would severely impact my ability to commute and get around my home, Washington, DC. I live in Glover Park, which is a neighborhood that already has subpar connection to public transport. Eliminating these lines and cutting service to the 31 and 33 would further and severely hamper public transportation access to this part of DC. I live in DC because of its easy access to public transportation, and believe that metrobus and metrorail are an essential part of our city. If these draconian cuts are passed, and the already sparse access to my neighborhood is cut further, I will seriously consider moving out of Washington, DC. I love DC, but continuing these draconian cuts, which will just lead to a spiral of further destruction of our public transportation infrastructure, is a fatal error. You guys are doing great. Keep the money in technology and staff and getting people where they need	Bus Service
Eliminating the D2 and D6 bus lines would severely impact my ability to commute and get around my home, Washington, DC. I live in Glover Park, which is a neighborhood that already has subpar connection to public transport. Eliminating these lines and cutting service to the 31 and 33 would further and severely hamper public transportation access to this part of DC. I live in DC because of its easy access to public transportation, and believe that metrobus and metrorail are an essential part of our city. If these draconian cuts are passed, and the already sparse access to my neighborhood is cut further, I will seriously consider moving out of Washington, DC. I love DC, but continuing these draconian cuts, which will just lead to a spiral of further destruction of our public transportation infrastructure, is a fatal error.	

Comment	Category
Some of the bus routes service multiple schools where no metro stops are close e.g. D2 and D6 (5 public schools among them a new high school with no other public transportation option). Children	
would not be able to get to and from school if these bus routes were eliminated.	Bus Service
STOP SENDING \$ TO ISRAEL AND MAYBE WE COULD FUND PUBLIC TRANSIT??!!!!	Miscellaneous
The Glover Park area already does not have ready metro access. Removing bus routes and/or increasing fares will make it incredibly difficult for residents of this area to access public transportation in DC.	Bus Service
budget cuts is going to make my commute to work harder. your making it hard for people without car	bus service
in the community to get to the hospital. your not helping the community your actually making	
everything worse .	Operating Budget, Management and Spending
Please do not cut lines, as for our entire neighborhood the D2 bus is the only public transportation that a lot of people use it as a regular commute, on daily bases.	Bus Service
Service cuts make metro much more unappealing to anyone who has a choice. And for climate change	bus service
and community sake, we should be making public transit more vital and comprehensive.	Bus Service
Cutting frequency to the extent would be devastating to ridership and the functioning of the system as	
a whole. If late night service got cut it would deeply impact my ability to enjoy the city at night and avoid using rideshare and reducing frequencies would make my trip to work more difficult with more	
waiting and a longer wait time when transferring. Some of the frequencies proposed are more fitting	
for a light rail system in a mid-sized American city. As the nations capital city, we need to set an	
example and operate the world class system to the fullest extent with the highest frequencies as early and as late into the day as maintenance needs will allow. Replacing the 6000 series with the 8000	
series should still be a capital budget priority. The budget shortfall will not be forever, Metro needs to	
maintain critical services as best possible so people still maintain their commute patterns and	
inclination to take transit. I support more fare increases over service cuts, taking transit will always be	
cheaper and more sustainable than ride share services or driving, if people can pay \$20 to park or \$10- 30 for an Uber/Lyft/Taxi, people can afford a slight fare increase for transit, as it will still be significantly	Operating Budget Management and Spending
As a disabled rider I need access to both bus lines and the metro services at their current run time. If	
the bus lines which bring you closer to the metro rails are shutdown that will make it a lot harder to	
have access to any form of public transportation. I also don't think it?s best to decrease or eliminate	
and weekend services or holiday services because there are still people who rely on the buses!! and the metro rail	Bus Service
Reducing service could lead to a death spiral for the system. Ridership can only increase if the bus or	
train is there to use and the nearby station is open.	Bus Service
Do not cut 96	Miscellaneous
I currently live near a close-in suburban Metro station, and I do not own a car I rely on Metro for my transit to work, and to see friends and family. If I have to wait 15 minutes in between trains on	
weekdays, I'm honestly not sure what I will do. That doesn't seem like a reasonable length of time to	
wait, if you have to get to work on time. I'm not sure if I'll need to finally buy a car (which I don't want	
to do), or what. But I don't think I'd be able to rely on Metro. If Metrorail service is cut, I fear it will	
send the system into a death spiral. And Uber will be laughing all the way to the bank. Please keep the D6! It is so important to me!	Rail Service Bus Service
The ridership counts recorded by fares are not accurate for the bus routes. I frequently ride the F4, F8,	
83, and 86 buses. There is a large percentage of riders who do not pay the fares, but these busses are	
often full	Bus Service
Metro is a public service, and DMV residents have a right to good public transit system. Accessible Transit is racial justice, economic justice, disability Justice, and so much more. Don't cut WMATA.	Rail Service
I am a graduate student at Georgetown University. I do not have the means to live in the university's	
vicinity due to the high costs of housing. Eliminating G2, D2 and D6 Metrobus lines to school would	
double the time it takes me to get there, thereby forcing me to take the metro all the way to Rosslyn station, Virginia, and walk the remaining 25 minutes across the bridge to school. This would impose	
significant additional stress to my everyday life. It seems most unfair to deprive students from access to	
their university. Thank you for your consideration.	Bus Service
Dependent on the Metro would increase, but there is not evidence Metro service would improve,	Rail Service
metro and bus are my only ways to commute to my job, my son's activities and also we take metro during weekends cause we cannot afford cars, this is why we choose to live in the DMV are and always	
have been living near metro stations we also believe that it helps to decrease traffic and pollution,	
metro budget should really be increased and reconsidered	Operating Budget, Management and Spending
Please don?t eliminate or reduce service on bus lines. In this age of climate crisis we need more bus	
and metro service, not less! What are the politics behind this? I feel like public transit is one of the few things that work in this city.	Bus Service
How is it that your budget is getting cut? Just get a bigger budget.	Operating Budget, Management and Spending
Metro trains and buses are my primary means of transportation in the DMV. I am a senior citizen and	
do not own a car. Many employees are dependent on Metro bus and rail for transportation to their jobs. Reducing routes	Bus Service
and reducing accessibility will have a negative financial impact on these families. Students and	
temporary workers are also dependent on the Metro. Fare increases will be more tolerated in	
comparison to route changes. DC is well known for its public transportation system and it is a plus for	
the economy. Please don?t change the routes or schedules. Thank you. metro in dc is very important, please don?t cut service	Operating Budget, Management and Spending Rail Service
Have the jurisdictions contribute morr	Kall Service Miscellaneous
I have been relying on the D2 for my daily commute to graduate school and now to work for the past	
three years. The termination of the bus service would negatively effect my commute.	Bus Service
People rely on public transit in this high cost of living city - we need reliable transportation like metro rail and metro bus. We don't need new cars or trains - we need low fare prices and increased service.	Bus Service
Georgetown doesn't have a metro in walking distance so many people rely on the bus to get to work,	
to the hospital, and to transfer to a metro line. Please do not eliminate the public transit in	
Georgetown, especially D2 and D6. Many people also use these buses to travel to and from the hospital	
for admission, visiting family members, or work. Please be aware that certain people rely on late night and early morning service to get to work - please	Bus Service
keep this in mind, especially buses/rails that service lower income areas.	Bus Service
Stop funding increases for law enforcement while cutting basic transportation services for everyone e	Capital Budget
I think that y?all should find other alternatives to finding that doesn?t lead to service cuts or fare	
increases. Ppl have work, school, and other obligations and it will only make our commutes a lot tougher.	Bus Service
Metro is already one of the most costly systems in the nation. I may have to look for work outside of	
the district where I can take Ride On to get to work if the proposed changes go into effect. The district	
government is recalling their employees and having us work in the office 4 days a week. The Health department just moved and my commute of the proposed changes go into effect would cost me over	
\$20?a day. 4 times a week, 4 weeks a month. That is cost prohibitive!	Fares/Fees/Parking

Comment	Category
I would not like either service cuts OR price raising. I am physically disabled and it already takes so	
much to walk to the nearest bus and stand for long periods of time. Raising the price would only serve	
to put an undue burden on struggling, working class people. We should not suffer because the city has its priorities in the wrong places. Think of the people please!!	Bus Service
Increase the budget literally so few people can afford to live let alone commute to where they need to	
be, this affects almost everyone and people can barely afford basic necessities, increase the budget and	
keep the existing routes and don?t increase the fare	Operating Budget, Management and Spending
People really struggle to make ends meet in this city/region. The Metro is their/our lifeline and the	
frequency helps us save time so we can make it to work, so we can make it to our families, and so that	
we can do every-day tasks as timely as possible. Despite the crime, the low ridership etc. this is still an essential service in DC that needs to maintain current service levels.	Fare Evasion/Safety/Crime
Is there a way to address some of the use issues by having less overlap of bus routes? For example, the	
42 used to have a different route than the 43. They have a larger overlap now, which may by excessive.	Bus Service
Please please please don't take away the D6 and D2! I'll pay more money to ride, I don't mind.	Bus Service
1?d prefer that Metro be funded through taxes and road tolls	Rail Service
I would prefer that Metro improve its efficiency, increasing productivity and reducing costs instead of	
reducing transport services. For those of us that need to switch metro lines - if service is sparser, the transfer and total time can	Fares/Fees/Parking
become much longer.	Bus Service
Strong opposition to eliminating late night Metro service and decreasing frequent of Metro trains	
during rush hour! Also the proposed increase of fares on express buses seems too much. Decreasing	
frequency of bus service on underutilized lines and modest far increases seems the best way to address	
budget shortfalls. Thanks!	Operating Budget, Management and Spending
I understand why it's framed this way, but it's very, very frustrating to pretend that 'fare increases' and	
'service reductions' are the only options available to address the budget issues, and that limiting one necessarily means increasing the other. Public transit should be sufficiently funded to make sure any	
and every person who can benefit from it gets to; this is an equity issue, an economic issue, a climate	
issue, and a moral one. Reducing the frequency and quality of service will necessarily drive prospective	
riders to other forms of transportation such as cars and Ubers that will increase congestion on our	
roads, pollution in our air, and danger to pedestrians in the DMV. That reduced ridership will likely	
result in lower fare revenue (even with an increase in fares!), further reducing the ability to provide	
even decent service in the future. The *only* sensible solution here is to *increase* ridership by improving service, reducing and/or eliminating fares, and funding these initiatives via budget increases.	Operating Budget Management and Spending
Please consider posting more Metro maps around every station. Many times I have to check my phone	
to remind myself and plan my route. Please enforce no eating on the train and security to enforce rules	
and pay attention	Bus Service
The wording in many of these questions is unfortunate. The decisions to cut services will not impact	
people?s decision to use Metro when they have no other choice. It will just increase hardship on	
working people and people with disabilities. The choice between cutting services versus raising fares is disingenuous. Public transport needs to be heavily subsidized. And degrading services leads to	
decreased ridership which you then use to further degrade services. Change the framing to increase	
services and build a world premier transit system that people WANT to use.	Fares/Fees/Parking
Do more to stop fare evasion	Fare Evasion/Safety/Crime
The D6 and D2 are vital to both of the commutes of my children (attending Duke Ellington and BASIS	
from Hill East) - they will not be able to get to school without them! Ridership on these busses seems	
lower than it is because students are not typically asked to swipe their kids ride free cards - I'm not saying they should be pushed to do so as that would slow the morning process, but please find a way	
to estimate this additional ridership and take it into account. As DC taxpayers we do not invest in	
school busses for public schools so this is in effect the school bus - PLEASE KEEP THE D6 and D2!	Bus Service
I live in Glover Park where the nearest metro station is an hour walk. We already have such limited	
options for metro service here and now you are wanting to take away our only means of leaving the	
area if we don?t have a car or aren?t able to walk Most important to me: - keeping Metrorail late service - keeping commuter buses running fully through	Rail Service
downtown (personally, the 52/54) I have loved what WMATA has done under Randy so far, and will be	
pushing where I can for DC/VA/MD to make up the budget shortfalls - I trust WMATA under Randy to	
allocate such funding efficiently & effectively. Please feel free to contact me for any further comment -	
jack.p.koppa@gmail.com	Operating Budget, Management and Spending
All the best! The work you do is important.	Miscellaneous
D2 and D6 are crucial for patients and employees of Medstar Georgetown! Patients rely on these bus routes to receive their life saving treatments!	Bus Service
After the pandemic I see excessive abuse of people jumping the turnstiles, thus NOT paying. It is not fair	
that you keep asking for increases but you don't stop this abuse! Also, the subway floors, walls, and	
seats are disgustingly dirty. If you want more money, clean up the place. Also, numerous times my	
connector train would arrive and it was impossible for me to exit my train and make it to the connector	
train within the allotted time. There seems o be NO consideration and No accommodation for	
travelers. You keep wanting more but you don't enforce the rules nor try to accommodate travelers with accessible time between connections. You are starting to act like Amtrack - no accountability -	
with accessible time between connections. You are starting to act like Amtrack - no accountability - wake up and help.	Bus Service
I thought busses were supposed to be free by now	Bus Service
Please do not cut any services.	Miscellaneous
Please do not eliminate the D2 and D6 buses. I am a healthcare worker for Georgetown Univ. Hospital	
and I am absolutely certain that these bus routes are essential for GU employees to get to and from	
work, as well as for patients to have access to the hospital and get discharged safely home from the hospital after their stay. If anything, these bus routes should have increased frequency of service ? They	
hospital after their stay. If anything, these bus routes should have increased frequency of service? They come only every 30minutes, but the need is much greater than this. Eliminating these bus routes would	
be detrimental for our workers and patients and decrease the accessibility of the hospital, which is not	
fair for the community. Healthcare is important for all.	Bus Service
Enforce collecting fares. Issue no trespass orders to metro rail fare evaders and instruct metro bus	
drivers not to pull away from the stop until everyone pays or gets off.	Bus Service
keep the 52, 54 and d6 line please. It is a vital transport for work.	Miscellaneous Pail Service
Please take some actions to make sure people are paying for metro services if you're short of money Maryland and Virginia need to pay their fair share. We go through this mess almost every budget	Rail Service
season, and it's ridiculous.	Operating Budget, Management and Spending
Changes to buses running through the center of the city will take this excellent service and make it	
mediocreand push people like mewho can afford taxisto take those instead. These changes will	
reduce ridership and increase cars on the road.	Bus Service
Please do your best to make sure riders pay for the service. There are many people I witness that get on	
the bus and do not pay.	Bus Service

Comment	Category
I know the part of the 42/43 bus route that you're proposing to cut is new as of a few years ago, but it's	
already proving to be extremely useful. It has provided the first (and only) convenient way to get	
between my apartment in Mt Pleasant and the Kennedy Center area, and has allowed me to see	
doctors that are in that area whose offices would be very hard to get to if the bus were no longer on that route. So, I hope you do not change or cut the southern end of the 42/43 bus routes.	Bus Service
It is currently expensive and challenging to utilize the mass transit systems (bus, train, bikes, parking);	
therefore, proposing service cuts puts me and many of my colleagues at a disadvantage especially	
when my work site moved an hour to two hours travel time away from my home. Unfortunately, I	
would vote for some fare increase with a cap on 10%, rather than service cuts.	Bus Service
Decreases in the availability and frequency of public transit would make DC less appealing of a city to	
live in.	Bus Service
DO NOT RAISE FARE PRICES OR SERVICE HOURS!!!	Fares/Fees/Parking
Stop making customers suffer because you don?t want to actually put in the work yourself. Your	
employees are lazy and incompetent, while management is inept and making changes that will tank	Onersting Dudget Measurent and Counting
the system. Ridership is increasing and now you want to cut BACK service? Stupid stupid. 75% is a huge increase. I already pay \$6 one-way (\$12 roundtrip) a 75% increase would make the	Operating Budget, Management and Spending
\$10.50 one-way (\$21 roundtrip). By that amount, it would be more affordable to drive.	Miscellaneous
Would love to see a transition to more electric buses. Additionally, would there be programs in place to	
support children/youth, elderly, disabled, and lower-income residents access metro services (bus/rail)	
in the event of fare increases?	Bus Service
Cutting bus lines that service hospitals (such as the D6) is criminal.	Bus Service
I firmly believe that for environmental, social, and economic justice, a well functioning, efficient, and	
widely available public transportation system is vital to our community. Just like we pay for car-based	
infrastructure, we need to support public transportation. We must make public transportation as	
efficient (or more efficient) than car-based transportation	Miscellaneous
Wondering if there are better ways to address the huge increase in fare jumpers not just because it obviously means less revenue for WMATA but because it's so prevalent it makes those of us who	
actually pay our fares feel like chumps, sort of a broken windows phenomenon? Also I feel like rather	
than cutting service and increasing fares (or in addition) that those who choose to drive and park	
should be subsidizing WMATA instead of transit riders effectively subsidizing driving (i.e. when we take	
transit it reduces the need for building and maintaining more infrastructure for roads but that is rarely	
ackknowledged).	Fares/Fees/Parking
Please don't cut service to the S2- these busses are ALWAYS packed to the brim duirng weekdays and I	
often need to wait for 2-3 busses to go by before I can get on. The 42 and 43 are also Critical lines	
which are otherwise not well serviced by metrorail. Cutting these on the weekend would essentially cut	
me off from using all metro services on the weekend. Cutting service is likely to cause people to choose	
cars over public transportation.	Bus Service
Increase the fare for those able to pay, stop penalizing those who cannot (including through the use of these horrible fare gateswith extra barriers often placed at Metro stops that unfairly target Black and	
Brown people), and look for ways to increase service. Often, the greatest determining factor in my use	
of WMATA is whether I should pay for an Uber or wait 20+ minutes for a bus/train. A more reliable	
schedule, not a cut schedule, would increase my ridership.	Bus Service
Public transportation is extremely important in DC. Cutting large accessibility for people who live in	
areas that may seem a little out of the way. Affects some people in ways that you may not know.	
Everyone is trying their best to live and get by with the rising costs of everyone. And the people who	
depend on public transportation are some of the most affected people in the rising of costs we?re	
experiencing today. Truthfully the metro should be owned by the state and it should have tax funding	
so it?s free to everyone. But unfortunately it is not. Do what you can so some people are not left in	
poverty and unable to get to work, feed their kids, go home, etc. I myself depended on some routes out	
of the way and had to wait up to an hour for one bus to come take me 15 min down the street. In the freezing cold. Just to get to work it took me almost 2 hours. Imagine if they completely cut my bus out.	
Now I can?t get to work, can?t pay fares, can?t pay for an uber. Nothing. My situation I was safe and	
my work schedule allowed me to leave around 6-7pm some people don?t leave work until 10pm or	
later. They can't afford to have no metro coming after 9-10pm. Or imagine there is a drunk women	
trying to get home safely using public transit. But they stopped running at 9 pm. How will she get	
home? Its not safe and it?s careless to cut in such massive ways.	
	Bus Service
Please address fare evasion problems across the DMV. I am concern that WMATA is increasing fares for	
those who pay while those who don't pay ride free. This is an equity problem!	Bus Service Fare Evasion/Safety/Crime
those who pay while those who don't pay ride free. This is an equity problem! Please do not reduce S2 service, that's the bus I use multiple times a week, and the reduction to every	Fare Evasion/Safety/Crime
those who pay while those who don't pay ride free. This is an equity problem! Please do not reduce S2 service, that's the bus I use multiple times a week, and the reduction to every 20 minutes has already been extremely difficult to deal with!!	
those who pay while those who don't pay ride free. This is an equity problem! Please do not reduce S2 service, that's the bus I use multiple times a week, and the reduction to every 20 minutes has already been extremely difficult to deal with!! The D6 bus route is critical for so many hospital staff members and patients in order to access and	Fare Evasion/Safety/Crime Bus Service
those who pay while those who don't pay ride free. This is an equity problem! Please do not reduce 52 service, that's the bus I use multiple times a week, and the reduction to every 20 minutes has already been extremely difficult to deal with!! The D6 bus route is critical for so many hospital staff members and patients in order to access and leave the hospital. Not to mention Georgetown students utilize this route as well!	Fare Evasion/Safety/Crime
those who pay while those who don't pay ride free. This is an equity problem! Please do not reduce \$2 service, that's the bus I use multiple times a week, and the reduction to every 20 minutes has already been extremely difficult to deal with!! The D6 bus route is critical for so many hospital staff members and patients in order to access and leave the hospital. Not to mention Georgetown students utilize this route as well! Increasing base fares from \$2.5 to more than \$7 would put metro more comparable to ubers or cars	Fare Evasion/Safety/Crime Bus Service
those who pay while those who don't pay ride free. This is an equity problem! Please do not reduce S2 service, that's the bus I use multiple times a week, and the reduction to every 20 minutes has already been extremely difficult to deal with!! The D6 bus route is critical for so many hospital staff members and patients in order to access and leave the hospital. Not to mention Georgetown students utilize this route as well! Increasing base fares from \$2.5 to more than \$7 would put metro more comparable to ubers or cars and likely decrease ridership to the point of system failure. The system needs more public money and	Fare Evasion/Safety/Crime Bus Service
those who pay while those who don't pay ride free. This is an equity problem! Please do not reduce \$2 service, that's the bus I use multiple times a week, and the reduction to every 20 minutes has already been extremely difficult to deal with!! The D6 bus route is critical for so many hospital staff members and patients in order to access and leave the hospital. Not to mention Georgetown students utilize this route as well! Increasing base fares from \$2.5 to more than \$7 would put metro more comparable to ubers or cars	Fare Evasion/Safety/Crime Bus Service
those who pay while those who don't pay ride free. This is an equity problem! Please do not reduce \$2 service, that's the bus I use multiple times a week, and the reduction to every 20 minutes has already been extremely difficult to deal with!! The D6 bus route is critical for so many hospital staff members and patients in order to access and leave the hospital. Not to mention Georgetown students utilize this route as well! Increasing base fares from \$2.5 to more than \$7 would put metro more comparable to ubers or cars and likely decrease ridership to the point of system failure. The system needs more public money and may have to decrease service some (especially on wekends and outside of peak hours) to avoid major	Fare Evasion/Safety/Crime Bus Service Bus Service
those who pay while those who don't pay ride free. This is an equity problem! Please do not reduce \$2 service, that's the bus I use multiple times a week, and the reduction to every 20 minutes has already been extremely difficult to deal with!! The D6 bus route is critical for so many hospital staff members and patients in order to access and leave the hospital. Not to mention Georgetown students utilize this route as well! Increasing base fares from \$2.5 to more than \$7 would put metro more comparable to ubers or cars and likely decrease ridership to the point of system failure. The system needs more public money and may have to decrease service some (especially on weekends and outside of peak hours) to avoid major fare increases.	Fare Evasion/Safety/Crime Bus Service Bus Service Fares/Fees/Parking
those who pay while those who don't pay ride free. This is an equity problem! Please do not reduce \$2 service, that's the bus I use multiple times a week, and the reduction to every 20 minutes has already been extremely difficult to deal with!! The D6 bus route is critical for so many hospital staff members and patients in order to access and leave the hospital. Not to mention Georgetown students utilize this route as well! Increasing base fares from \$2.5 to more than \$7 would put metro more comparable to ubers or cars and likely decrease ridership to the point of system failure. The system needs more public money and may have to decrease service some (especially on weekends and outside of peak hours) to avoid major fare increases. NH2 is critical for residents of the national harbor No increase in fares The cuts are understandable yet incredibly frustrating. As someone with a car, I find myself WANTING	Fare Evasion/Safety/Crime Bus Service Bus Service Fares/Fees/Parking Miscellaneous
those who pay while those who don't pay ride free. This is an equity problem! Please do not reduce \$2 service, that's the bus I use multiple times a week, and the reduction to every 20 minutes has already been extremely difficult to deal with!! The D6 bus route is critical for so many hospital staff members and patients in order to access and leave the hospital. Not to mention Georgetown students utilize this route as well! Increasing base fares from \$2.5 to more than \$7 would put metro more comparable to ubers or cars and likely decrease ridership to the point of system failure. The system needs more public money and may have to decrease service some (especially on weekends and outside of peak hours) to avoid major fare increases. NH2 is critical for residents of the national harbor No increase in fares The cuts are understandable yet incredibly frustrating. As someone with a car, I find myself WANTING to use Metro services more to reduce my environmental impact and support a positive social system	Fare Evasion/Safety/Crime Bus Service Bus Service Fares/Fees/Parking Miscellaneous
those who pay while those who don't pay ride free. This is an equity problem! Please do not reduce \$2 service, that's the bus I use multiple times a week, and the reduction to every 20 minutes has already been extremely difficult to deal with!! The D6 bus route is critical for so many hospital staff members and patients in order to access and leave the hospital. Not to mention Georgetown students utilize this route as well! Increasing base fares from \$2.5 to more than \$7 would put metro more comparable to ubers or cars and likely decrease ridership to the point of system failure. The system needs more public money and may have to decrease service some (especially on weekends and outside of peak hours) to avoid major fare increase. NH2 is critical for residents of the national harbor No increase in fares The cuts are understandable yet incredibly frustrating. As someone with a car, I find myself WANTING to use Metro services more to reduce my environmental impact and support a positive social system that benefits many. Already I have found bus service restrictive, though workable so long as I have	Fare Evasion/Safety/Crime Bus Service Bus Service Fares/Fees/Parking Miscellaneous
those who pay while those who don't pay ride free. This is an equity problem! Please do not reduce \$2 service, that's the bus I use multiple times a week, and the reduction to every 20 minutes has already been extremely difficult to deal with!! The D6 bus route is critical for so many hospital staff members and patients in order to access and leave the hospital. Not to mention Georgetown students utilize this route as well! Increasing base fares from \$2.5 to more than \$7 would put metro more comparable to ubers or cars and likely decrease ridership to the point of system failure. The system needs more public money and may have to decrease service some (especially on weekends and outside of peak hours) to avoid major fare increases. NH2 is critical for residents of the national harbor No increase in fares The cuts are understandable yet incredibly frustrating. As someone with a car, I find myself WANTING to use Metro services more to reduce my environmental impact and support a positive social system that benefits many. Already I have found bus service restrictive, though workable so long as I have patience. The elimination of bus routes is highly alarming to me, as it would make previous routes I	Fare Evasion/Safety/Crime Bus Service Bus Service Fares/Fees/Parking Miscellaneous
those who pay while those who don't pay ride free. This is an equity problem! Please do not reduce \$2 service, that's the bus I use multiple times a week, and the reduction to every 20 minutes has already been extremely difficult to deal with!! The D6 bus route is critical for so many hospital staff members and patients in order to access and leave the hospital. Not to mention Georgetown students utilize this route as well! Increasing base fares from \$2.5 to more than \$7 would put metro more comparable to ubers or cars and likely decrease ridership to the point of system failure. The system needs more public money and may have to decrease service some (especially on weekends and outside of peak hours) to avoid major fare increases. NH2 is critical for residents of the national harbor No increase in fares The cuts are understandable yet incredibly frustrating. As someone with a car, I find myself WANTING to use Metro services more to reduce my environmental impact and support a positive social system that benefits many. Already I have found bus service restrictive, though workable so long as I have patience. The elimination of bus routes is highly alarming to me, as it would make previous routes I have taken in the past impossible, requiring me to use my personal vehicle and reduce my use of	Fare Evasion/Safety/Crime Bus Service Bus Service Fares/Fees/Parking Miscellaneous
those who pay while those who don't pay ride free. This is an equity problem! Please do not reduce \$2 service, that's the bus I use multiple times a week, and the reduction to every 20 minutes has already been extremely difficult to deal with!! The D6 bus route is critical for so many hospital staff members and patients in order to access and leave the hospital. Not to mention Georgetown students utilize this route as well! Increasing base fares from \$2.5 to more than \$7 would put metro more comparable to ubers or cars and likely decrease ridership to the point of system failure. The system needs more public money and may have to decrease service some (especially on weekends and outside of peak hours) to avoid major fare increases. NH2 is critical for residents of the national harbor No increase in fares The cuts are understandable yet incredibly frustrating. As someone with a car, I find myself WANTING to use Metro services more to reduce my environmental impact and support a positive social system that benefits many. Already I have found bus service restrictive, though workable so long as I have patience. The elimination of bus routes is highly alarming to me, as it would make previous routes I have taken in the past impossible, requiring me to use my personal vehicle and reduce my use of WMATA's services. I am strongly in favor of budget increases via whatever means necessary, including	Fare Evasion/Safety/Crime Bus Service Bus Service Fares/Fees/Parking Miscellaneous
those who pay while those who don't pay ride free. This is an equity problem! Please do not reduce \$2 service, that's the bus I use multiple times a week, and the reduction to every 20 minutes has already been extremely difficult to deal with!! The D6 bus route is critical for so many hospital staff members and patients in order to access and leave the hospital. Not to mention Georgetown students utilize this route as well! Increasing base fares from \$2.5 to more than \$7 would put metro more comparable to ubers or cars and likely decrease ridership to the point of system failure. The system needs more public money and may have to decrease service some (especially on weekends and outside of peak hours) to avoid major fare increases. NH2 is critical for residents of the national harbor No increase in fares The cuts are understandable yet incredibly frustrating. As someone with a car, I find myself WANTING to use Metro services more to reduce my environmental impact and support a positive social system that benefits many. Already I have found bus service restrictive, though workable so long as I have patience. The elimination of bus routes is highly alarming to me, as it would make previous routes I have taken in the past impossible, requiring me to use my personal vehicle and reduce my use of WMATA's services. I am strongly in favor of budget increases via whatever means necessary, including fare increases and increase in local taxes, to avoid service cuts as much as possible. In the event service	Fare Evasion/Safety/Crime Bus Service Bus Service Fares/Fees/Parking Miscellaneous
those who pay while those who don't pay ride free. This is an equity problem! Please do not reduce \$2 service, that's the bus I use multiple times a week, and the reduction to every 20 minutes has already been extremely difficult to deal with!! The D6 bus route is critical for so many hospital staff members and patients in order to access and leave the hospital. Not to mention Georgetown students utilize this route as well! Increasing base fares from \$2.5 to more than \$7 would put metro more comparable to ubers or cars and likely decrease ridership to the point of system failure. The system needs more public money and may have to decrease service some (especially on weekends and outside of peak hours) to avoid major fare increases. NH2 is critical for residents of the national harbor No increase in fares The cuts are understandable yet incredibly frustrating. As someone with a car, I find myself WANTING to use Metro services more to reduce my environmental impact and support a positive social system that benefits many. Already I have found bus service restrictive, though workable so long as I have patience. The elimination of bus routes is highly alarming to me, as it would make previous routes I have taken in the past impossible, requiring me to use my personal vehicle and reduce my use of WMATA's services. I am strongly in favor of budget increases via whatever means necessary, including fare increases and increase in local taxes, to avoid service cuts as much as possible. In the event service cuts are required, reduction in service, rather than elimination of service, is highly preferred, as to make	Fare Evasion/Safety/Crime Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking
those who pay while those who don't pay ride free. This is an equity problem! Please do not reduce \$2 service, that's the bus I use multiple times a week, and the reduction to every 20 minutes has already been extremely difficult to deal with!! The D6 bus route is critical for so many hospital staff members and patients in order to access and leave the hospital. Not to mention Georgetown students utilize this route as well! Increasing base fares from \$2.5 to more than \$7 would put metro more comparable to ubers or cars and likely decrease ridership to the point of system failure. The system needs more public money and may have to decrease service some (especially on weekends and outside of peak hours) to avoid major fare increases. NH2 is critical for residents of the national harbor No increase in fares The cuts are understandable yet incredibly frustrating. As someone with a car, I find myself WANTING to use Metro services more to reduce my environmental impact and support a positive social system that benefits many. Already I have found bus service restrictive, though workable so long as I have patience. The elimination of bus routes is highly alarming to me, as it would make previous routes I have taken in the past impossible, requiring me to use my personal vehicle and reduce my use of WMATA's services. I am strongly in favor of budget increases via whatever means necessary, including fare increases and increase in local taxes, to avoid service cuts as much as possible. In the event service cuts are required, reduction in service, rather than elimination of service, is highly preferred, as to make the routes inconvenient rather than impossible.	Fare Evasion/Safety/Crime Bus Service Bus Service Fares/Fees/Parking Miscellaneous
those who pay while those who don't pay ride free. This is an equity problem! Please do not reduce \$2 service, that's the bus I use multiple times a week, and the reduction to every 20 minutes has already been extremely difficult to deal with!! The D6 bus route is critical for so many hospital staff members and patients in order to access and leave the hospital. Not to mention Georgetown students utilize this route as well! Increasing base fares from \$2.5 to more than \$7 would put metro more comparable to ubers or cars and likely decrease ridership to the point of system failure. The system needs more public money and may have to decrease service some (especially on weekends and outside of peak hours) to avoid major fare increases. NH2 is critical for residents of the national harbor No increase in fares The cuts are understandable yet incredibly frustrating. As someone with a car, I find myself WANTING to use Metro services more to reduce my environmental impact and support a positive social system that benefits many. Already I have found bus service restrictive, though workable so long as I have patience. The elimination of bus routes is highly alarming to me, as it would make previous routes I have taken in the past impossible, requiring me to use my personal vehicle and reduce my use of WMATA's services. I am strongly in favor of budget increases via whatever means necessary, including fare increases and increase in local taxes, to avoid service cuts as much as possible. In the event service cuts are required, reduction in service, rather than elimination of service, is highly preferred, as to make	Fare Evasion/Safety/Crime Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking
those who pay while those who don't pay ride free. This is an equity problem! Please do not reduce \$2 service, that's the bus I use multiple times a week, and the reduction to every 20 minutes has already been extremely difficult to deal with!! The D6 bus route is critical for so many hospital staff members and patients in order to access and leave the hospital. Not to mention Georgetown students utilize this route as well! Increasing base fares from \$2.5 to more than \$7 would put metro more comparable to ubers or cars and likely decrease ridership to the point of system failure. The system needs more public money and may have to decrease service some (especially on weekends and outside of peak hours) to avoid major fare increases. NH2 is critical for residents of the national harbor No increase in fares The cuts are understandable yet incredibly frustrating. As someone with a car, I find myself WANTING to use Metro services more to reduce my environmental impact and support a positive social system that benefits many. Already I have found bus service restrictive, though workable so long as I have patience. The elimination of bus routes is highly alarming to me, as it would make previous routes I have taken in the past impossible, requiring me to use my personal vehicle and reduce my use of WMATA's services. I am strongly in favor of budget increases via whatever means necessary, including fare increases and increase in local taxes, to avoid service cuts as much as possible. In the event service cuts are required, reduction in service, rather than elimination of service, is highly preferred, as to make the routes inconvenient rather than impossible.	Fare Evasion/Safety/Crime Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking
those who pay while those who don't pay ride free. This is an equity problem! Please do not reduce \$2 service, that's the bus I use multiple times a week, and the reduction to every 20 minutes has already been extremely difficult to deal with!! The D6 bus route is critical for so many hospital staff members and patients in order to access and leave the hospital. Not to mention Georgetown students utilize this route as well! Increasing base fares from \$2.5 to more than \$7 would put metro more comparable to ubers or cars and likely decrease ridership to the point of system failure. The system needs more public money and may have to decrease service some (especially on weekends and outside of peak hours) to avoid major fare increases. NH2 is critical for residents of the national harbor No increase in fares The cuts are understandable yet incredibly frustrating. As someone with a car, I find myself WANTING to use Metro services more to reduce my environmental impact and support a positive social system hat benefits many. Already I have found bus service restrictive, though workable so long as I have patience. The elimination of bus routes is highly alarming to me, as it would make previous routes I have taken in the past impossible, requiring me to use my personal vehicle and reduce my use of WMATA's services. I am strongly in favor of budget increases via whatever means necessary, including fare increases and increase in local taxes, to avoid service cuts as much as possible. In the event service cuts are required, reduction in service, rather than elimination of service, is highly preferred, as to make the routes inconvenient rather than impossible. Georgetown (D2, D6) stop. D2 and D6 are the transport lifeline for all residents, many of whom	Fare Evasion/Safety/Crime Bus Service Bus Service Fares/Fees/Parking Fares/Fees/Parking Fares/Fees/Parking
those who pay while those who don't pay ride free. This is an equity problem! Please do not reduce \$2 service, that's the bus I use multiple times a week, and the reduction to every 20 minutes has already been extremely difficult to deal with!! The D6 bus route is critical for so many hospital staff members and patients in order to access and leave the hospital. Not to mention Georgetown students utilize this route as well! Increasing base fares from \$2.5 to more than \$7 would put metro more comparable to ubers or cars and likely decrease ridership to the point of system failure. The system needs more public money and may have to decrease ridership to the point of system failure. The system needs more public money and may have to decrease service some (especially on weekends and outside of peak hours) to avoid major fare increases. NH2 is critical for residents of the national harbor No increase in fares The cuts are understandable yet incredibly frustrating. As someone with a car, I find myself WANTING to use Metro services more to reduce my environmental impact and support a positive social system that benefits many. Already I have found bus service restrictive, though workable so long as I have patience. The elimination of bus routes is highly alarming to me, as it would make previous routes I have taken in the past impossible, requiring me to use my personal vehicle and reduce my use of WMATA's services. I am strongly in favor of budget increases via whatever means necessary, including fare increases and increase in local taxes, to avoid service cuts as much as possible. In the event service cuts are required, reduction in service, rather than elimination of service, is highly preferred, as to make the routes inconvenient rather than impossible. Georgetown is not served by any Metro rail, only busses. Under no circumstances should any bus serving Georgetown (D2, D6) stop. D2 and D6 are the transport lifeline for all residents, many of whom do not have cars. D2 and D6 are the only mean	Fare Evasion/Safety/Crime Bus Service Bus Service Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Operating Budget, Management and Spending Bus Service Bus Service
those who pay while those who don't pay ride free. This is an equity problem! Please do not reduce 52 service, that's the bus I use multiple times a week, and the reduction to every 20 minutes has already been extremely difficult to deal with!! The D6 bus route is critical for so many hospital staff members and patients in order to access and leave the hospital. Not to mention Georgetown students utilize this route as well! Increasing base fares from \$2.5 to more than \$7 would put metro more comparable to ubers or cars and likely decrease ridership to the point of system failure. The system needs more public money and may have to decrease service some (especially on weekends and outside of peak hours) to avoid major fare increases. NH2 is critical for residents of the national harbor No increase in fares The cuts are understandable yet incredibly frustrating. As someone with a car, I find myself WANTING to use Metro services more to reduce my environmental impact and support a positive social system that benefits many. Already I have found bus service restrictive, though workable so long as I have patience. The elimination of bus routes is highly alarming to me, as it would make previous routes I have taken in the past impossible, requiring me to use my personal vehicle and reduce my use of WMATA's services. I am strongly in favor of budget increases via whatever means necessary, including fare increases and increase in local taxes, to avoid service ust as much as possible. In the event service cuts are required, reduction in service, rather than elimination of service, is highly preferred, as to make the routes inconvenient rather than impossible. Georgetown is not served by any Metro rail, only busses. Under no circumstances should any bus serving Georgetown (D2, D6) stop. D2 and D6 are the transport lifeline for all residents, many of whom do not have cars. D2 and D6 are they and or transport life yean use to go somewhere else. It is vital that the service of D2 and D6 are kept, and ev	Fare Evasion/Safety/Crime Bus Service Bus Service Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Operating Budget, Management and Spending Bus Service

Comment	Category
As a DC Gov employee I don't support service cuts or fare increases because of the following: 1. I don't	
have a car and rely entirely on public transportation; 2. Our telework is being decreased, meaning we	
need an more regular access to public transportation; 3. Our DC Gov office was just relocated which	
has increased the commute time for the majority of my office, myself included. This means that metro	
service cuts and/or fare increases would impact our ability to get to/from work on time/within a	
reasonable time and further increase the amount we spend to get to work - we are already losing staff	
due to these changes, and cutting metro services and/or increasing fares will likely lead to further	
staffing loss. 4. For those of us who have health issues and need to visit their doctor's offices	
frequently, which means during weekdays and typical business hours, we need to be able to get to and	
from our appointments quickly to avoid missing more time at work.	Bus Service
Please do not continue cutting services to bus lines that are connected to Columbia Heights. This area	
already has a lot of traffic and bus lines are used for commutes. Also, please do not cut bus services to	
	Bus Service
Frequent service is very important to my decision when using metro.	Bus Service
Hit Maryland and Virginia up for a larger contribution	Miscellaneous
Prosecute fare jumpers and provide better service	Fares/Fees/Parking
Cutting service frequency on common lines means metro will utterly fail. If metro can't deliver a	
SINGLE route with frequent trains, why should anyone ever assume they can take metro. Please also	Due Contine
invest in safety.	Bus Service
Prefer more frequent service with higher fares. Eliminating or cutting back on service will drive away fare-paying customers and put Metro in a doom loop. Many can pay higher fares (including fed	
government as employer) and local jurisdictions can provide subsidies for citizens who can?t afford it, if	
those jurisdictions choose to do so.	Fares/Fees/Parking
	Rail Service
please don't close stations or decrease service Please don't cut the G8, I literally bought a house because of how close it is to that bus line and it is a	
lifesaver in making the city accessible to me and my family.	Bus Service
Smaller buses were utilized for a while on D2 some years ago. That would work except for rush-hour.	
We are trying to use cars less, buses more. Please don?t eliminate the D2 route. We need service to	
Stoddert Elementary school.	Bus Service
It is absolutely imperative not to cut service frequency. Service is already so infrequent and inconsistent	
on many combined routes that it makes it difficult to use any Metro trip that involves a transfer for any	
purpose that has a specific schedule. The way to make a public transit system work is to make it so that	
the use of the system is desirable and easy, not bargain-basement cheap. Public transit is not a 2nd-	
class system for people too poor to afford a car, it should be considered the premier way to access	
most places in the city. While there may be some few people for whom fare increases are difficult to	
handle, there are far more people whose livelihood and well being depends on consistent and reliable	
access to transportation. Furthermore, any modal shifts to transit and away from cars have many social	
benefits- reducing pollution, CO2, road wear, and even reducing traffic to improve the situation for the	
remaining car users.	Bus Service
For the 50 years I have lived in Georgetown, the D2, D6, and G2 buses have been my lifeline. I do not	
drive, and believe in public transportation as crucial to urban sustainability. Please do not cut these	
routes so vital to our neighborhood and our city.	Bus Service
Please DO NOT eliminate the D6!!! This is the primary way I get to work at MGUH. Without this bus	
route I will literally have no way to get to work. So many patients and employees here use that bus line	
it would be such a huge problem if it was removed.	Bus Service
I'm elderly and retired and co not own a car so I desperately need the bus services as they currently are	Bus Service
Reducing frequency of service is a bad solution. It may lead to a death spiral of declining ridership.	
Frequent buses and trains are what make metro useful.	Bus Service
Frequency is freedom. Keeping fares low but slashing service would only mean that lower income	
residents of the DMV can't rely on Metro service for the daily needs. People need sufficient frequency	
to rely on using Metro for work, errand, and leisure trips.	Bus Service
I strongly reject the proposed shortening of the 52 bus line. This line provides direct access for federal	
employees to get to work, which is a big goal of the mayor. In addition, it provides connection to and	
from the wharf for after work and weekend activitÂ,s. It this line we?re to be shortened, I would	
telework more often and visit the wharf business less often. The metro access is not close to the wharf	Due Camilae
and does not feel safe at night. Please do not shorten the 52 bus line.	Bus Service
I am very happy to pay more to ride metro but more needs to be done on fare evasion. It's absurd how	
few people pay to ride the train and there is absolutely no enforcement. Station managers and private	
security just watch people hop the turnstiles and do nothing. Without ensuring people pay their fares there will be a lot more resistance to paying more.	Earo Evacion/Safety/Crime
Please avoid decreasing how often metro rail trains arrive at specific stations. If necessary, instead you	Fare Evasion/Safety/Crime
should cut low-use stations or raise prices. Decreasing train frequency could make metro nearly	
unusable, and result in significantly lower ridership.	Bus Service
Increase the fares, make service better, build more housing around stations. Better service will equal	
more riders, more riders equals more revenue. Can then cut fares or further expand service. Add	
stations, building more housing around stations, increase ridership, rinse and repeat.	Fares/Fees/Parking
If we get rid of the bus (old greenbelt) then we have no connection to the metro. That means fewer	
passengers for you. I like the idea of reducing the frequency of buses. I think access to the metro should	
increase, not decrease. Thanks!	Bus Service
Cutting service routes directly affects people?s daily routines and schedules, negatively affecting	
people?s access to jobs, food, education, and healthcare? not to mention eliminating transportation all	
together for the disabled who cannot drive. This will cause an increase in ride shares, purchasing of	
cars, and migration out of the DMV due to people having no other option.	Bus Service
Please don?t cut rail service frequencies. It would be suicidal, and I would mostly stop riding.	Rail Service
I support more funding and at the margin service frequency is more important than low fares.	Capital Budget
Fare increases preferred to service cuts. Why not cut weekend 42 but keep 43? 43 serves most of same	
stops and not far to walk from Metro to bus stops at CT Ave & S St or CT & N St	Bus Service
I believe strongly in good public transportation for all, including paratransit for people with disabilities.	
The Metro Washington area is difficult to navigate in a car. I am willing to pay more for services but	
don't want cuts in service (frequency, days of service). Please work to eliminate fare evasion.	Fare Evasion/Safety/Crime
Please do not cut the N6 on weekends. It is vital to my travel downtown from American University. I	
also would be very upset if stations began to close at 10pm at all days. I often use the metro past 9 or	
10 pm on weekends and even weekdays. It would add a lot more stress to my schedule if I knew I had	
10 pm on weekends and even weekdays. It would add a lot more stress to my schedule if I knew I had to be on the metro much before 10 if I want to get home using metro.	Rail Service

Comment	Category
We have some of the most expensive transit in the nation, despite its high utilization. Due to the cost	
of rent in our region, many users of Metro do, in fact, pay maximum fares - currently \$12 a day, \$60 a	
week, \$240 a month. It was ridiculous that it took until 2022-23 for WMATA to put in place a reduced fare option for low-income riders. Frequent, safe, reliable, affordable transportation is an essential	
service, and current trends indicate that Millennials and Gen Z prefer, and will gravitate towards,	
walkable spaces. Reduction in Metro services will drive this demographic away from DC, worsening the	
present trends in the District. The most vulnerable residents of the region disproportionately rely on	
transit, and reduction of services will always hurt them first, and most severely. DC is already infamous	
for its inequity, exacerbated by inaccessibility of transit for the most vulnerable residents of the District.	
Service reductions will make this problem worse. Fare increases are also not the answer. As previously	
mentioned, fares are already some of the most expensive in the country. Yet for the costs that DMV	
residents pay, we get a mismanaged transit system that is frequently unreliable. What other transit	
system in this country has to spend a year operating at 50% capacity due to the failure of those in	
charge to ensure that new trains are safe and compatible with our existing infrastructure? What other	
transit system in this country has invested millions of dollars into faregates more than once in 5 years	
because the faregates chosen were (obviously, to the naked eye) vulnerable to jumping? Fare increases	
amount to an attempt to punish Metro users for WMATA leadership's mistakes. If you want to balance	
the budget, focus first on fare enforcement. It is not only children who jump the faregates; I see	
multiple adults doing this every single time I use Metro. You cannot expect to recoup costs by raising	
fares if you are not even enforcing fares in the first place. Metro is one of the only attractive features of	
the region to young professionals, because despite all of these missteps, it continues to be widely	
considered reliable, safe, and clean compared to other major cities' transportation. Any reduction in	
service, or increase in fares, renders Metro a less attractive option. It also draws attention to the	
chronic mismanagement issue in WMATA, jeopardizing Metro's reputation. Work to ensure the	
commitment necessary to keep Metro operational from DC, MD, and VA - who all rely on Metro -	
without reductions in service or increases in fares. Do not allow the people who are responsible for	
keeping Metro safe and reliable (including WMATA) to foist responsibility for maintaining the service	
off on the public, who by and large do have the choice to move out of the region.	Operating Budget, Management and Spending
No additional comments	Miscellaneous
Please do not alter the 42, 43, and especially not the L2 as proposed. Be sure to keep weekend	Bus Service
Keep funds as is for patrons. You will lose service	Service Levels
Please do not cut metro rail service. Metro rail needs to be available to be useful.	Rail Service
Service should never be cut. The public needs to have their faith restored in a SAFE and RELIABLE metro	
system. Metro should have extended service hours and shorter wait times. Cutting service will turn	Fara Eussian /Safatu/Crima
more and more folks off to the system. I love the metro and I need the metro. Service cuts would cause huge backlogs of traffic for commuters,	Fare Evasion/Safety/Crime
having to go to stops much further away and with much fewer parking space. If we want to help the environment and improve urban/suburban mobility, I and I think many people are willing to pay more	
for metrorail/bus access. The closure of metro stations would be highly damaging to the relatively 'few'	
	Due Casilas
users of those metro stations. Please don't close them. PLEASE do not cut the D2, D6 and G2. You would effectively be cutting off Georgetown and Glover	Bus Service
Park. I am a senior citizen without a car and would have to move. There is no alternate way to get from	
Georgetown/Glover Park to Dupont Circle. It would require going to Foggy Bottom and taking the	
metro then changing lines, tripling or quadrupling the time and reducing the hours available. This	
would dramatically worsen the quality of life. If absolutely necessary, cut the D2 and retain the D6. This	
is a matter of utmost and life-changing importance to me.	Bus Service
Cutting service is not a sustainable option when many parts of the city are barely even serviced. Cuts	
will only increase racial and economic inequity	Service Levels
There's no reason that Metro should have to raise fare or decrease service just to improve. When the	
Metro was consistent, reliable and safe before Covid ridership was higher. Maybe try going back to	
that. Also there are other rail systems that work better than WMATA and they cost less for riders,	
maybe contact those jurisdictions to see what they are doing, why it's better and why they have	
increased usage (ie NY and Chicago).	Fares/Fees/Parking
Extending the yellow line to Fort Totten would increase the likelihood that I would use metro on a daily	
basis for my commute	Bus Service
Fares have already been increased. There was a re-shifting of bus routes for the 30 line buses a few	
years ago which resulted choosing less and less public transport as moving around town gets more	
complicated. Metro should start fighting bus fare evasion which has become rampant especially on	
buses. I take the bus regularly and less than half the people choose to pay, while the bus conductor	
chooses to look the other way.	Bus Service
I live in Largo and the blue line has problems on a weekly basis. Having the silver line as another option	
is very beneficial for my weekly commute to Rosslyn.	Bus Service
Washington DC is (was?) a world class city. World class cities require world class transit. End of	
comment.	Miscellaneous
Weekend free or low cost Metro parking is extremely important to me to using the system. I am also	
pro-the bicycle box rental plan, I have wanted to use one of those but not been able to get off the wait	Fares/Fees/Parking
Metro is a very important service for people to get to work. It is important to keep fare reasonable and	
Metro is a very important service for people to get to work. It is important to keep fare reasonable and hours of operation to ensure there are affordable options	Fares/Fees/Parking
Metro is a very important service for people to get to work. It is important to keep fare reasonable and hours of operation to ensure there are affordable options I think it's admirable and straightforward to decide whether to increase fare cost or decrease usability.	
Metro is a very important service for people to get to work. It is important to keep fare reasonable and hours of operation to ensure there are affordable options I think it's admirable and straightforward to decide whether to increase fare cost or decrease usability. Whatever you do, please make it user-friendly for the affected populations.	Fares/Fees/Parking Fares/Fees/Parking
Metro is a very important service for people to get to work. It is important to keep fare reasonable and hours of operation to ensure there are affordable options I think it's admirable and straightforward to decide whether to increase fare cost or decrease usability. Whatever you do, please make it user-friendly for the affected populations. This is so sad. What happened to for the people? In the capital of the best country, this is such an utter	Fares/Fees/Parking
Metro is a very important service for people to get to work. It is important to keep fare reasonable and hours of operation to ensure there are affordable options. I think it's admirable and straightforward to decide whether to increase fare cost or decrease usability. Whatever you do, please make it user-friendly for the affected populations. This is so sad. What happened to for the people? In the capital of the best country, this is such an utter shame with no explanation needed. You all know what you are doing.	
Metro is a very important service for people to get to work. It is important to keep fare reasonable and hours of operation to ensure there are affordable options. I think it's admirable and straightforward to decide whether to increase fare cost or decrease usability. Whatever you do, please make it user-friendly for the affected populations. This is so sad. What happened to for the people? In the capital of the best country, this is such an utter shame with no explanation needed. You all know what you are doing. I utilize the New Carrolton Station and am amazed at the number of riders who simply step over or	Fares/Fees/Parking
Metro is a very important service for people to get to work. It is important to keep fare reasonable and hours of operation to ensure there are affordable options I think it's admirable and straightforward to decide whether to increase fare cost or decrease usability. Whatever you do, please make it user-friendly for the affected populations. This is so sad. What happened to for the people? In the capital of the best country, this is such an utter shame with no explanation needed. You all know what you are doing. I utilize the New Carrolton Station and am amazed at the number of riders who simply step over or jump the gates to avoid paying ANY fare. Please change the turnstiles to make jumping them unlikely	Fares/Fees/Parking
Metro is a very important service for people to get to work. It is important to keep fare reasonable and hours of operation to ensure there are affordable options I think it's admirable and straightforward to decide whether to increase fare cost or decrease usability. Whatever you do, please make it user-friendly for the affected populations. This is so sad. What happened to for the people? In the capital of the best country, this is such an utter shame with no explanation needed. You all know what you are doing. I utilize the New Carrolton Station and am amazed at the number of riders who simply step over or jump the gates to avoid paving ANV fare. Please change the turnstiles to make jumping them unlikely OR simply start ensuring all riders pay fares. It should not be an option to simply step over or jump the	Fares/Fees/Parking Miscellaneous
Metro is a very important service for people to get to work. It is important to keep fare reasonable and hours of operation to ensure there are affordable options I think it's admirable and straightforward to decide whether to increase fare cost or decrease usability. Whatever you do, please make it user-friendly for the affected populations. This is so sad. What happened to for the people? In the capital of the best country, this is such an utter shame with no explanation needed. You all know what you are doing. I utilize the New Carrolton Station and am amazed at the number of riders who simply step over or jump the gates to avoid paying ANY fare. Please change the turnstiles to make jumping them unlikely OR simply start ensuring all riders pay fares. It should not be an option to simply step over or jump the turnstile and skip paying completely.	Fares/Fees/Parking Miscellaneous Fares/Fees/Parking
Metro is a very important service for people to get to work. It is important to keep fare reasonable and hours of operation to ensure there are affordable options I think it's admirable and straightforward to decide whether to increase fare cost or decrease usability. Whatever you do, please make it user-friendly for the affected populations. This is so sad. What happened to for the people? In the capital of the best country, this is such an utter shame with no explanation needed. You all know what you are doing. I utilize the New Carrolton Station and am amazed at the number of riders who simply step over or jump the gates to avoid paying ANY fare. Please change the turnstiles to make jumping them unlikely OR simply start ensuring all riders pay fares. It should not be an option to simply step over or jump the turnstile and skip paying completely. The survey is poorly written, the questions are leading and the trade offs are not clearly outlined.	Fares/Fees/Parking Miscellaneous
Metro is a very important service for people to get to work. It is important to keep fare reasonable and hours of operation to ensure there are affordable options I think it's admirable and straightforward to decide whether to increase fare cost or decrease usability. Whatever you do, please make it user-friendly for the affected populations. This is so sad. What happened to for the people? In the capital of the best country, this is such an utter shame with no explanation needed. You all know what you are doing. I utilize the New Carrolton Station and am amazed at the number of riders who simply step over or jump the gates to avoid paying ANY fare. Please change the turnstiles to make jumping them unlikely OR simply start ensuring all riders pay fares. It should not be an option to simply step over or jump the turnstile and skip paying completely. The survey is poorly written, the questions are leading and the trade offs are not clearly outlined. The proposal at hand would disproportionately impact low-income residents who rely on the Metro	Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Miscellaneous
Metro is a very important service for people to get to work. It is important to keep fare reasonable and hours of operation to ensure there are affordable options I think it's admirable and straightforward to decide whether to increase fare cost or decrease usability. Whatever you do, please make it user-friendly for the affected populations. This is so sad. What happened to for the people? In the capital of the best country, this is such an utter shame with no explanation needed. You all know what you are doing. I utilize the New Carrolton Station and am amazed at the number of riders who simply step over or jump the gates to avoid paying ANV fare. Please change the turnstiles to make jumping them unlikely OR simply start ensuring all riders pay fares. It should not be an option to simply step over or jump the turnstile and skip paying completely. The survey is poorly written, the questions are leading and the trade offs are not clearly outlined. The proposal at hand would disproportionately impact low-income residents who rely on the Metro system to work, live their life and cuts down on DC.'s walkability.	Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Miscellaneous Fares/Fees/Parking
Metro is a very important service for people to get to work. It is important to keep fare reasonable and hours of operation to ensure there are affordable options I think it's admirable and straightforward to decide whether to increase fare cost or decrease usability. Whatever you do, please make it user-friendly for the affected populations. This is so sad. What happened to for the people? In the capital of the best country, this is such an utter shame with no explanation needed. You all know what you are doing. I utilize the New Carrolton Station and am amazed at the number of riders who simply step over or jump the gates to avoid paying ANY fare. Please change the turnstiles to make jumping them unlikely OR simply start ensuring all riders pay fares. It should not be an option to simply step over or jump the turnstile and skip paying completely. The survey is poorly written, the questions are leading and the trade offs are not clearly outlined. The proposal at hand would disproportionately impact low-income residents who rely on the Metro system to work, live their life and cuts down on DC.'s walkability. Get a dedicated funding source from taxes. Property taxes of all counties that benefit?	Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Miscellaneous
Metro is a very important service for people to get to work. It is important to keep fare reasonable and hours of operation to ensure there are affordable options I think it's admirable and straightforward to decide whether to increase fare cost or decrease usability. Whatever you do, please make it user-friendly for the affected populations. This is so sad. What happened to for the people? In the capital of the best country, this is such an utter shame with no explanation needed. You all know what you are doing. I utilize the New Carrolton Station and am amazed at the number of riders who simply step over or jump the gates to avoid paying ANY fare. Please change the turnstiles to make jumping them unlikely OR simply start ensuring all riders pay fares. It should not be an option to simply step over or jump the turnstile and skip paying completely. The survey is poorly written, the questions are leading and the trade offs are not clearly outlined. The proposal at hand would disproportionately impact low-income residents who rely on the Metro system to work, live their life and cuts down on Dc.'s walkability. Get a dedicated funding source from taxes. Property taxes of all counties that benefit? Restricting services and eliminating stops/bus lines will only lead to a downward spiral of service areas,	Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Miscellaneous Fares/Fees/Parking
Metro is a very important service for people to get to work. It is important to keep fare reasonable and hours of operation to ensure there are affordable options I think it's admirable and straightforward to decide whether to increase fare cost or decrease usability. Whatever you do, please make it user-friendly for the affected populations. This is so sad. What happened to for the people? In the capital of the best country, this is such an utter shame with no explanation needed. You all know what you are doing. I utilize the New Carrolton Station and am amazed at the number of riders who simply step over or jump the gates to avoid paying ANY fare. Please change the turnstiles to make jumping them unlikely OR simply start ensuring all riders pay fares. It should not be an option to simply step over or jump the turnstile and skip paying completely. The survey is poorly written, the questions are leading and the trade offs are not clearly outlined. The proposal at hand would disproportionately impact low-income residents who rely on the Metro system to work, live their life and cuts down on DC.'s walkability. Get a dedicated funding source from taxes. Property taxes of all counties that benefit? Restricting services and eliminating stops/bus lines will only lead to a downward spiral of service areas, accessibility, and usefulness of metro and metro bus. A slight increase in fares is preferable to cutting	Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Miscellaneous Fares/Fees/Parking
Metro is a very important service for people to get to work. It is important to keep fare reasonable and hours of operation to ensure there are affordable options I think it's admirable and straightforward to decide whether to increase fare cost or decrease usability. Whatever you do, please make it user-friendly for the affected populations. This is so sad. What happened to for the people? In the capital of the best country, this is such an utter shame with no explanation needed. You all know what you are doing. I utilize the New Carrolton Station and am amazed at the number of riders who simply step over or jump the gates to avoid paying ANV fare. Please change the turnstiles to make jumping them unlikely OR simply start ensuring all riders pay fares. It should not be an option to simply step over or jump the turnstile and skip paying completely. The survey is poorly written, the questions are leading and the trade offs are not clearly outlined. The proposal at hand would disproportionately impact low-income residents who rely on the Metro system to work, live their life and cuts down on DC.'s walkability. Get a dedicated funding source from taxes. Property taxes of all counties that benefit? Restricting services and eliminating stops/bus lines will only lead to a downward spiral of service areas, services. I understand if certain lines/routes were redundant or underused, but full coverage of as much	Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Fares/Fees/Parking Capital Budget
Metro is a very important service for people to get to work. It is important to keep fare reasonable and hours of operation to ensure there are affordable options I think it's admirable and straightforward to decide whether to increase fare cost or decrease usability. Whatever you do, please make it user-friendly for the affected populations. This is so sad. What happened to for the people? In the capital of the best country, this is such an utter shame with no explanation needed. You all know what you are doing. I utilize the New Carroiton Station and am amazed at the number of riders who simply step over or jump the gates to avoid paying ANY fare. Please change the turnstiles to make jumping them unlikely OR simply start ensuring all riders pay fares. It should not be an option to simply step over or jump the gates to avoid paying completely. The survey is poorly written, the questions are leading and the trade offs are not clearly outlined. The proposal at hand would disproportionately impact low-income residents who rely on the Metro system to work, live their life and cuts down on DC.'s walkability. Get a dedicated funding source from taxes. Property taxes of all counties that benefit? Restricting services and eliminating stops/bus lines will only lead to a downward spiral of service areas, accessibility, and usefulness of metro and metro bus. A slight increase in fare is preferable to cutting services. I understand if certain lines/routes were redundant or underused, but full coverage of as much of the metro area by public transit is a necessity to continue and expand.	Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Miscellaneous Fares/Fees/Parking
Metro is a very important service for people to get to work. It is important to keep fare reasonable and hours of operation to ensure there are affordable options I think it's admirable and straightforward to decide whether to increase fare cost or decrease usability. Whatever you do, please make it user-friendly for the affected populations. This is so sad. What happened to for the people? In the capital of the best country, this is such an utter shame with no explanation needed. You all know what you are doing. I utilize the New Carrolton Station and am amazed at the number of riders who simply step over or jump the gates to avoid paying ANV fare. Please change the turnstiles to make jumping them unlikely OR simply start ensuring all riders pay fares. It should not be an option to simply step over or jump the turnstile and skip paying completely. The survey is poorly written, the questions are leading and the trade offs are not clearly outlined. The proposal at hand would disproportionately impact low-income residents who rely on the Metro system to work, live their life and cuts down on DC.'s walkability. Get a dedicated funding source from taxes. Property taxes of all counties that benefit? Restricting services and eliminating stops/bus lines will only lead to a downward spiral of service areas, services. I understand if certain lines/routes were redundant or underused, but full coverage of as much	Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Fares/Fees/Parking Capital Budget
Metro is a very important service for people to get to work. It is important to keep fare reasonable and hours of operation to ensure there are affordable options I think it's admirable and straightforward to decide whether to increase fare cost or decrease usability. Whatever you do, please make it user-friendly for the affected populations. This is so sad. What happened to for the people? In the capital of the best country, this is such an utter shame with no explanation needed. You all know what you are doing. I utilize the New Carrolton Station and am amazed at the number of riders who simply step over or jump the gates to avoid paying ANY fare. Please change the turnstiles to make jumping them unlikely OR simply start ensuring all riders pay fares. It should not be an option to simply step over or jump the gates to avoid paying Completely. The survey is poorly written, the questions are leading and the trade offs are not clearly outlined. The proposal at hand would disproportionately impact low-income residents who rely on the Metro system to work, live their life and cuts down on DC.'s walkability. Get a dedicated funding source from taxes. Property taxes of all counties that benefit? Restricting services and eliminating stops/bus lines will only lead to a downward spiral of service areas, accessibility, and usefulness of metro and metro bus. A slight increase in fares is preferable to cutting services. I understand if certain lines/routes were redundant or underused, but full coverage of as much of the metro area by public transit is a necessity to continue and reliable. If you start cutting service to the point where trains or buses run infrequently (making narrowly missing a train/bus catastrophic),	Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Fares/Fees/Parking Capital Budget
Metro is a very important service for people to get to work. It is important to keep fare reasonable and hours of operation to ensure there are affordable options I think it's admirable and straightforward to decide whether to increase fare cost or decrease usability. Whatever you do, please make it user-friendly for the affected populations. This is so sad. What happened to for the people? In the capital of the best country, this is such an utter shame with no explanation needed. You all know what you are doing. I utilize the New Carrolton Station and am amazed at the number of riders who simply step over or jump the gates to avoid paying ANY fare. Please change the turnstiles to make jumping them unlikely OR simply start ensuring all riders pay fares. It should not be an option to simply step over or jump the turnstile and skip paying completely. The survey is poorly written, the questions are leading and the trade offs are not clearly outlined. The proposal at hand would disproportionately impact low-income residents who rely on the Metro system to work, live their life and cuts down on DC.'s walkability. Get a dedicated funding source from taxes. Property taxes of all counties that benefit? Restricting services and eliminating stops/bus lines will only lead to a downward spiral of service areas, accessibility, and usefulness of metro and metro bus. A slight increase in fares is preferable to cutting services. I understand if certain lines/routes were redundant or underused, but full coverage of as much of the metro area by public transit is a necessity to continue and expand. The most important thing you can do is to keep service frequent and reliable. If you start cutting service	Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Fares/Fees/Parking Capital Budget
Metro is a very important service for people to get to work. It is important to keep fare reasonable and hours of operation to ensure there are affordable options I think it's admirable and straightforward to decide whether to increase fare cost or decrease usability. Whatever you do, please make it user-friendly for the affected populations. This is so sad. What happened to for the people? In the capital of the best country, this is such an utter shame with no explanation needed. You all know what you are doing. I utilize the New Carrolton Station and am amazed at the number of riders who simply step over or jump the gates to avoid paying ANY fare. Please change the turnstile and skip paying completely. The survey is poorly written, the questions are leading and the trade offs are not clearly outlined. The sproposal at hand would disproportionately impact low-income residents who rely on the Metro system to work, live their life and cuts down on DC.'s walkability. Get a dedicated funding source from taxes. Property taxes of all counties that benefit? Restricting services and eliminating stops/bus lines will only lead to a downward spiral of service areas, accessibility, and usefulness of metro and metro bus. A slight increase in fares is preferable to cutting service. I understand if certain lines/routes were redundant or underused, but full coverage of as much of the metro area by public transit is a necessity to continue and xepand. The most important thing you can do is to keep service frequent and reliabel. If you start cutting service to the point where trans or buses run infrequently (making narrowly missing a train/bus catastrophic), the whole system will become much less useful and there will be no point to what you're doing. That's	Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Fares/Fees/Parking Capital Budget
Metro is a very important service for people to get to work. It is important to keep fare reasonable and hours of operation to ensure there are affordable options I think it's admirable and straightforward to decide whether to increase fare cost or decrease usability. Whatever you do, please make it user-friendly for the affected populations. This is so sad. What happened to for the people? In the capital of the best country, this is such an utter shame with no explanation needed. You all know what you are doing. I utilize the New Carrolton Station and am amazed at the number of riders who simply step over or jump the gates to avoid paying ANY fare. Please change the turnstiles to make jumping them unlikely OR simply start ensuring all riders pay fares. It should not be an option to simply step over or jump the gates to avoid paying ANY fare. Please change the turnstiles to make jumping them unlikely OR simply start ensuring all riders pay fares. It should not be an option to simply step over or jump the turnstile and skip paying completely. The survey is poorly written, the questions are leading and the trade offs are not clearly outlined. The proposal at hand would disproportionately impact low-income residents who rely on the Metro system to work, live their life and cuts down on DC.'s walkability. Get a dedicated funding source from taxes. Property taxes of all counties that benefit? Restricting services and eliminating stops/bus lines will only lead to a downward spiral of service areas, accessibility, and usefulness of metro and metro bus. A slight increase in fares is preferable to cutting services. I understand if certain lines/routes were redundant or underused, but full coverage of as much the most important thing you can do is to keep service frequent and reliable. If you start cuttang service to the point where trains or buses run infrequently (making narrowly missing a train/bus catastrophic), the whole system will bus lines. My take is that you shouldn't be afraid of raising fares, and you	Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Miscellaneous Fares/Fees/Parking Fares/Fees/Parking Capital Budget

Comment	Category
Fare increases are a much better way of dealing with current budget shortfalls. I *do not own* a car, nor do most of my friends who live in DC. Having to pay more for transit services is one thing, but for	
them to just not exist for large swaths of the day would be debilitating to our quality of life. I know	
there will be some backlash from raising fares, but reducing service is a death-spiral for transit if people	
turn increasingly towards purchasing personal vehicles if they can no longer rely on transit to get them	
to work and other obligations. Thank you so much for the work you do!	Operating Budget, Management and Spending
If Metrorail wait times will increase to 15 minutes between trains, I will stop commuting from	
Alexandria to NoMa by MetroRail. I need to change from Yellow to Red lines on my commute. 15 minute wait times for two trains will add potentially 30 minutes to my commute, which is	Rail Service
The proposed elimination of the NH2 bus route, the sole public transportation link between National	
Harbor, Maryland, Alexandria, Virginia and Washington DC, is a decision that overlooks its critical	
importance to the local community, workforce, and tourism sector. This route does not merely connect	
three geographic locations; it supports a vibrant ecosystem comprising hotels, restaurants, and	
attractions that significantly contribute to the local economy. For many employees in these	
establishments, the NH2 is more than a convenience?it's a lifeline, making their daily commute affordable and feasible. Without it, the financial burden of paid parking could render employment	
untenable for a substantial segment of the workforce. Furthermore, National Harbor's appeal to	
visitors, who contribute to the area's economic vitality, hinges on its accessibility. The NH2 service is	
indispensable for tourists, especially those coming from or heading to the airports, facilitating a	
seamless connection to the broader Metrorail and Metrobus network. The discontinuation of this	
service not only threatens to disrupt this symbiotic relationship but also risks a decrease in Metrorail	
ridership, as NH2 stands as the singular conduit to the metro system for both residents and visitors. In essence, the removal of the NH2 bus route would erode the foundations of community accessibility,	
workforce sustainability, and economic growth, making its preservation not just a matter of	
convenience but a crucial investment in the region's future.	Operating Budget, Management and Spending
If service is cut to many of the proposed stations, lines, and stops, folks would be forced to buy cars	
they cannot afford (myself included), or move out of their apartment and into a place closer to a line	
that is open, which creates an overcrowding problem in an already overcrowded city.	Rail Service
The proposed cuts and changes significantly impact my ability to commute to weekly doctor's visits (chronic illnesses) and to my parents. I do not have a car and rely on the Metro and bus system for my	
healthcare transportation, to/from work in Grovesnor and Springfield, and to visit parents in	
Annandale. The listed cuts would force me to compromise my health and well-being by reducing my	
time to be with my healthcare professionals and family so that I can get home via WMATA systems.	Bus Service
Please devote some funding to increasing security presence and making riders feel safer in riding when.	Fare Evasion/Safety/Crime
Given the limited transportation options for those residing in Georgetown and Glover Park, including	
students (middle school, high school and college who come there from across the city), and for families without cars (like ours who rely exclusively on buses) - routes such as D2, D6, G2, 31, 33 - are our	
lifeline to access work, school and extracurricular. Cutting those will have a severely detrimental impact	
of families and students living and needing to reach the areas of Georgetown and Glover Park for	
school, work and recreation.	Bus Service
I would rather pay more for fares than have less service	Fares/Fees/Parking
need to make rush hour train service the priority to get more people back on metro and out of their	Rail Service
I believe that service cuts to MetroRail and MetroBus will result in worse conditions on the roads. We already live in a heavily populated, congested area. Increasing mass transit usage should be the priority.	
Cuts to Metro services would make these issues worse in the future. It would make MetroRail almost	
unusable in some situations.	
anasolie in some situations.	Bus Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW	Bus Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then	BUS SERVICE
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less	Bus service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then	Bus service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State	Bus service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down	
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact.	Bus Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS	
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The MA Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed HS students. Eliminating this route will have a negative impact on school attendance,	Bus Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS	
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The MA Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed HS students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on many families.	Bus Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The MA Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed HS students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on many families. G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Georgetown already has very limited public transportation available. The elimination of G2 stops in	Bus Service Bus Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed H5 students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on many families. G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Georgetown already has very limited public transportation available. The elimination of G2 stops in Georgetown would be detrimental to the student body that replies on G2 for their commute to school.	Bus Service Bus Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed H5 students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on many families. G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Georgetown already has very limited public transportation available. The elimination of G2 stops in Georgetown would be detimental to the student body that replies on G2 for their commute to school. Raising fares 25% is a big jump, yet you are proposing decreasing/ending service on some very busy	Bus Service Bus Service Bus Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed H5 students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on many families. G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Georgetown would be detrimental to the student body that replies on G2 for their commute to school.	Bus Service Bus Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metror or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed HS students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on many families. G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Georgetown already has very limited public transportation available. The elimination of G2 stops in Gars 25% is a big jump, yet you are proposing decreasing/ending service on some very busy lines. It's like you want to decrease ridership even more.	Bus Service Bus Service Bus Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The MA Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed HS students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on many families. G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Georgetown already has very limited public transportation available. The elimination of G2 stops in Georgetown would be detrimental to the student body that replies on G2 for their commute to school. Raising fares 25% is a big jump, yet you are proposing decreasing/ending service on some very busy lines. It's like you want to decrease ridership even more. My daughter takes the bus to school and some of the proposed cuts would eliminate the bus route she	Bus Service Bus Service Bus Service Bus Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metror or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and place additional burdens on many families. G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Georgetown already has very limited public transportation available. The elimination of G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Georgetown already has very limited public transportation available. The elimination of G2 stops unsult be detrimental to the student body that replies on G2 for their commute to school. Raising fares 25% is a big jump, yet you are proposing decreasing/ending service on some very busy lines. It's like you want to decrease ridership even more. My daughter takes the bus to school and some of the proposed cuts would eliminate the bus route she takes. Particularly in a city in which school children rely on public transit, I am against service cuts. Bus system is already bad, making it worse will just help everyone who is companying against public transportation. What happened to Bus X2, waited for half an hour yesterday, never sh	Bus Service Bus Service Bus Service Bus Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed H5 students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on many families. G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Raising fares 25% is a big jump, yet you are proposing decreasing/ending service on some very busy lines. It's like you want to decrease ridership even more. My daughter takes the bus to school and some of the proposed cuts would eliminate the bus route she takes. Particularly in a city in which school children rely on public transit, I am against service cuts. Bus system is already bad, making it worse will just help everyone who is companying against public transportation. What happened to Bus X2, waited for half an hour yesterday, never showed up? Service frequency and hours (more is better) and public safety are the most important priorities. If that	Bus Service Bus Service Bus Service Bus Service Bus Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed H5 students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on many families. G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Georgetown already has very limited public transportation available. The elimination of G2 stops in Georgetown would be detrimental to the student body that replies on G2 for their commute to school. Raising fares 25% is a big jump, yet you are proposing decreasing/ending service on some very busy lines. It's like you want to decrease ridership even more. My daughter takes the bus to school and some of the proposed cuts would eliminate the bus route she takes. Particularly in a city in which school children rely on public transit, I am against service cuts. Bus system is already bad, making it worse will just help veryone who is companying against public transportation. What happened to Bus X2, waited for half an hour yesterday, never showed up? Service frequency and hours (more is better) and public safey are the most imp	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed H5 students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on many families. G2 is my own way of public transportation ago to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Raising fares 25% is a big jump, yet you are proposing decreasing/ending service on some very busy lines. It's like you want to decrease ridership even more. My daughter takes the bus to school and some of the proposed cuts would eliminate the bus route she takes. Particularly in a city in which school children rely on public transportating. I am against service cuts. Bus system is already bad, making it worse will just help everyone who is companying against public transportation. What happened to Bux X2, waited for half an hour yesterday, never showed up? Service frequency and hours (more is better) and public faresport the most important priorities. If that	Bus Service Bus Service Bus Service Bus Service Bus Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and place additional burdens on many families. G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Georgetown already has very limited public transportation available. The elimination of G2 stops in Georgetown already has very limited public transportation and Jackson-Reid HS is gjump, yet you are proposing decreasing/ending service on some very busy lines. It's like you want to decrease ridership even more. My daughter takes the bus to school and some of the proposed cuts would eliminate the bus route she takes. Particularly in a city in which school children rely on public transpire sorvice uts. Bus system is already bad, making it worse will just help everyone who is companying against public transportation. What happened to Bus X2, waited for half an hour yesterday, never showed up? Service frequency and hours (more is better) and public safety are the most important priorities. If that requires higher fates so be it. Increase fare evasion enforcement. Maintain Kids Ride Free so any fare	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth merro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed HS students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on many families. G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Georgetown already has very limited public transportation available. The elimination of G2 stops in Georgetown already has very limited busin to bdy that replies on G2 for their commute to school. Raising fares 25% is a big jump, yet you are proposing decreasing/ending service on some very busy lines. It's like you want to decrease ridership even more. My daughter takes the bus to school and some of the proposed cuts would eliminate the bus route she takes. Particularly in a city in which school children rely on public transportation. What happened to Bus X2, waited for half an hour yesterday, never showed up? Service frequency and hours (more is better) and public safty are the most important priorities. If that requires higher fates so be it. Increase fare evasion enforcement. Maintain Kids Ride Free so any fare increase	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed HS students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on many families. G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Georgetown already has very limited public transportation available. The elimination of G2 stops in Georgetown already has very limited public transportation available. The eliminate of S2 stops in Georgetown already has very limited public transportation available. The eliminates the sub school. Raising fares 25% is a big jump, yet you are proposing decreasing/ending service on some very busy lines. It's like you want to decrease ridership even more. My daughter takes the bus to school and some of the proposed cuts would eliminate the bus route she takes. Particularly in a city in which school children rely on public transpir against service cuts. Bus system is already bad, making it worse will just help everyone who is companying against public transportation. What happened to Bux X2, waited for half an hour yesterday, n	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed H5 students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on many families. G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Georgetown already has very limited public transportation available. The elimination of G2 stops in Georgetown would be detrimental to the student body that replies on G2 for their commute to school. Raising fares 25% is a big jump, yet you are proposing decreasing/ending service on some very busy lines. It's like you want to decrease ridership even more. My daughter takes the bus to school and some of the proposed cuts would eliminate the bus route she takes. Particularly in a city in which school children rely on public transit, I am against service cuts. Bus system is already bad, making it worse will just help everyone who is companying against public transportation. What happened to Bux 22, waited for half an hour yesterday, never showed up? Service frequency and hours (more is better) and public safety are the most i	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Service Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed HS students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on mary families. G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Georgetown already has very limited public transportation available. The elimination of G2 stops in Georgetown would be detrimental to the student body that replies on G2 for their commute to school. Raising fares 25% is a big jump, yet you are proposing decreasing/ending service on some very busy lines. It's like you want to decrease ridership even more. My daughter takes the bus to school and some of the proposed cuts would eliminate the bus route she takes. Particularly in a city in which school children rely on public transit, I am against service cuts. Bus system is already bad, making it worse will just help everyone who is companying against public transportation. What happened to Bus X2, waited for half an hour yesterday, never showed up? Service frequency and hours (more is better) and public safety are the most i	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed H5 students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on many families. G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Georgetown already has very limited public transportation available. The elimination of G2 stops in Georgetown would be detrimental to the student body that replies on G2 for their commute to school. Raising fares 25% is a big jump, yet you are proposing decreasing/ending service on some very busy lines. It's like you want to decrease ridership even more. Buy saytem is already bad, making it worse will just help everyone who is companying against public transportation. What happened to Bux X2, waited for half an hour yesterday, never showed up? Service frequency and hours (more is better) and public safety are the most important priorities. If that requires higher fates so be it. Increase fare evasion enforcement. Maintain Kids Ride Free so any fare increases don?t impact access to public transportation for school-age kids	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Service Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed HS students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on many families. G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Georgetown would be detrimental to the student body that replies on G2 for their commute to school. Raising fares 25% is a big jump, yet you are proposing decreasing/ending service on some very busy lines. It's like you want to decrease ridership even more. My daughter takes the bus to school at some of the proposed cuts would eliminate the bus route she takes. Particularly in a city in which school children rely on public transing taplic????? The service rade doard bad, amaking it worse will just help everyone who is companying against public transportation. What happened to Bus X2, waited for half an hour yesterday, never showed up? Service frequency and hours (more is better) and public safety are the most important priorities. If that requires higher fates so be it. Increase fare evasion enforcement. Maintain Kids Ride	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Service Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed HS students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on many families. G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Georgetown already has very limited public transportation available. The elimination of G2 stops in Georgetown would be detrimental to the student body that replies on G2 for their commute to school. Raising fares 25% is a big jump, yet you are proposing decreasing/ending service on some very busy lines. It's like you want to decrease ridership even more. My daughter takes the bus to school and some of the proposed cuts would eliminate the bus route she takes. Particularly in a city in which school children rely on public transit, I am against service cuts. Bus system is already bad, making it worse will just help everyone who is companying against public transportation. What happened to Bus X2, waited for half an hour yesterday, never showed up? Service frequency and houres (more is better) and public safty are the most i	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Service Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed HS students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on many families. G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Georgetown already has very limited public transportation available. The elimination of G2 stops in Georgetown would be detrimental to the student body that replies on G2 for their commute to school. Raising fares 25% is a big jump, yet you are proposing decreasing/ending service on some very busy lines. It's like you want to decrease ridership even more. My daughter takes the bus to school and some of the proposed cuts would eliminate the bus route she takes. Particularly in a city in which school children rely on public transit, were showed up? Service frequency and hours (more is better) and public safety are the most important priorities. If that requires higher fates so be it. Increase fare evasion enforcement. Maintain Kids Ride Free so any fare increases do aviti transportation for school-age kids. If D2, D6, and G2	Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Service Service Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed H5 students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on many families. G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Georgetown already has very limited public transportation available. The elimination of G2 stops in Georgetown would be detrimental to the student body that replies on G2 for their commute to school. Raising fares 25% is a big jump, yet you are proposing decreasing/ending service on some very busy lines. It's like you want to decrease ridership even more. Buy stepm is already bad, making it worse will just help everyone who is companying against public transportation. What happened to Bux 2X, waited for half an hour yesterday, never showed up? Service frequency and hours (more is better) and public safety are the most important priorities. If that requires higher fates so be it. Increase fare evasion enforcement. Maintain Kids Ride Free so any fare increases don?t impact access to public transportation for school-age kids.	Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Service Service Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed HS students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on many families. G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Georgetown already has very limited public transportation available. The elimination of G2 stops in Georgetown would be detrimental to the student body that replies on G2 for their commute to school. Raising fares 25% is a big jump, yet you are proposing decreasing/ending service on some very busy lines. It's like you want to decrease ridership even more. My daughter takes the bus to school and some of the proposed cuts would eliminate the bus route she takes. Particularly in a city in which school children rely on public transit, were showed up? Service frequency and hours (more is better) and public safety are the most important priorities. If that requires higher fates so be it. Increase fare evasion enforcement. Maintain Kids Ride Free so any fare increases do aviti transportation for school-age kids. If D2, D6, and G2	Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Service Service Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed HS students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on many families. G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, i would have no option to come to school. Georgetown already has very limited public transportation available. The elimination of G2 stops in Georgetown would be detrimental to the student body that replies on G2 for their commute to school. Raising fares 25% is a big jump, yet you are proposing decreasing/ending service on some very busy lines. It's like you want to decrease ridership even more. My daughter takes the bus to school and some of the proposed cuts would eliminate the bus route she takes. Particularly in a city in which school children rely on public transpirts any revice tus. Bus system is already bad, making it worse will just help everyone who is companying against public transportation. What happened to Bus X2, waited for half an hour yesterday, never showed up? Service frequency and hours (more is better) and public safety are the most important	Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Service Service Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed H5 students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on many families. G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Georgetown would be detrimental to the student body that replies on G2 for their commute to school. Raising fares 25% is a big jump, yet you are proposing decreasing/ending service on some very busy lines. It's like you want to decrease ridership even more. Wy daughter takes the bus to school and some of the proposed cuts would eliminate the bus route she takes. Particularly in a city in which school children rely on public transit, I am against service cuts. Bus system is already bad, making it worse will just help everyone who is companying against public transportation. What happened to Bus X2, waited for half an hour yesterday, never showed up? Service frequency and hours (more is better) and public safety are the most important priorities. If that requires higher fates so be it. Increase fare evasion enforcement. Main	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Service Bus Service Bus Service Bus Service Bus Service Bus Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed HS students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on mary families. G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Georgetown already has very limited public transportation available. The elimination of G2 stops in Georgetown already has very limited public transportation available. The elimination of G2 stops in Service rakes the bus to school and some of the proposed cuts would eliminate the bus route she takes. Particularly in a city in which school children rely on public transpirite and burs (more is better) and public safety are the most important priorities. If that requires higher fates so be it. Increase fare evasion enforcement. Maintain Kids Ride Free so any fare increases don?t impact access to everyone who luse service that feeds the metro from the west. It will UCI OF faccess to everyone who luse service that feeds the metro from the west. It will UCI OF faccess to everyone who luses west of Dupont. How can you eliminated	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Service Service Bus Service Bus Service Bus Service Bus Service Bus Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed HS students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on mary families. G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Georgetown already has very limited public transportation available. The elimination of G2 stops in Georgetown would be detrimental to the student body that replies on G2 for their commute to school. Raising fares 25% is a big jump, yet you are proposing decreasing/ending service on some very busy lines. It's like you want to decrease ridership even more. My daughter takes the bus to school and some of the proposed cuts would eliminate the bus route she takes. Particularly in a city in which school children rely on public transity and sing tublic transportation. What happened to Bux X2, waited for half an hour yesterday, never showed up? Service frequency and hours (more is better) and public safety are the most important priorities. If that requires higher fates so be it. Increase fare evasion enforcement. Maintain Kids R	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Service Bus Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed H5 Students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on many families. G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Georgetown already has very limited public transportation available. The elimination of G2 stops in Georgetown would be detrimental to the student body that replies on G2 for their commute to school. Raising fares 25% is a big jump, yet you are proposing decreasing/ending service on some very busy lines. It's like you want to decrease ridership even more. My daughter takes the bus to school and some of the proposed cuts would eliminate the bus route she takes. Particularly in a city in which school children rely on public transit, I am against service cuts. Bus system is already bad, making it worse will just help everyone who is companying against public transportation. What happened to Bus X2, waited for half an hour yesterday, never showed up? Service frequency and hours (more is better) and public safety are the metro	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Service Service Bus Service Bus Service Bus Service Bus Service Bus Service
Cutting the Foggy Bottom busses would impact many workers who need to get downtown from NW DC. Taking the train from Petworth to Foggy Bottom can involve at least 2 changes sometimes and then requires long walks from the metro to federal buildings south. The bus allows for a more direct and less stressful commute, with workers able to reach places like the Kennedy Center and the State Department or GWU without walking nearly a mile from the metro. Also, the Petworth and Silver Spring bound busses are a lifeline that also save blocks of walking (having been on crutches more than once, trying to walk the mile from my house near the old soldiers home to the petworth metro or down Georgia Ave). Losing these stops or changing frequency makes a big impact. The M4 Metrobus is one of the main, if not main, transport lines for a significant number of Deal MS and Jackson-Reed HS students. Eliminating this route will have a negative impact on school attendance, and place additional burdens on many families. G2 is my own way of public transportation to go to school at Georgetown University. If G2 stops at 37th and O as well as in front of Car Barn are eliminated, I would have no option to come to school. Georgetown already has very limited public transportation available. The elimination of G2 stops in Georgetown would be detrimental to the student body that replies on G2 for their commute to school. Raising fares 25% is a big jump, yet you are proposing decreasing/ending service on some very busy lines. It's like you want to decrease ridership even more. My daughter takes the bus to school and some of the proposed cuts would eliminate the bus route she takes. Particularly in a city in which school children rely on public transit, alm against service cuts. Bus system is already bad, making it worse will just help everyone who is companying against public transportation. What happened to Bus X2, waited for half an hour yesterday, never showed up? Service frequency and hours (more is better) and public safety are the most im	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Service Bus Service

Description Description Description Description Description Description The 7.5 - 0.0 and the outper consumplies from 1.5 by outper consumplies for the 0.5 by outper consumplies for t	Commont	
Non-set of a set of a	Comment I hope this hudget will include: sanifizing the trains and buses and to hire more security.	Category Operating Budget Management and Spending
set of each of	Many MedStar Georgetown University Hospital employees rely on D6 to get to work. Cutting this	operating bouget, management and openaling
tamine sum in a mengelocate of the sum is one proceedings of the same is being in a set of a main as in a set of a main a set of a main as in a set of a main as in a set of a m	service would negatively impact hundreds of essential healthcare workers every single day.	Bus Service
tere, the found, foreir, and parts affing out adopt a database that has not be too a book too and the second of th	The L2, 42, and 43 buses are not just used by people commuting for work. They are also used by	
secon the rich frame don't diminate his habeling of kings by obtained to be at both the second of th	families who live in the neighborhood that want to get to neighborhood places like the library, grocery	
Generalize study as the LHY and LHY may wegin forstrapic access the product of the second test to the second		Rus Service
apacies book to when the stand are denoted and and a stand are denoted are denoted and and a stand are denoted and and a stand are denoted and are denoted are	· · · · · ·	טעז זכו אונכ
 Besing the store is in bound to be work and any off to list all encirs actors. The store are stored is all encirs actors are stored is besone the store at a store is all encirs actors are stored in besone the store at a store at a stored is a store at a stored is a store at a stored is a store at a store	agencies to bring workers back to the office. It is premature to consider dropping them at this time.	
competence of the set	Reducing late night service is harmful to those who work at night in vital service sectors. The bus to rail	
 bit is the start, set and model of a particle and set and	design of Metro assumed that folks would take a bus to Metrorail to work in Washington, DC. A	
Bits to solve than brown through running material methods worth the bit solve through any solve the solve through any sol	comprehensive study is needed to see where folks live and where they need public transportation to	
auroal a photo tangonation		
The dry and forquess sized to produce the locks. Browsang count on more book and the lock of the locks and the lock of the loc		Bus Service
people says this public stand within liked to never bein oper the says to reader says to the says the		bus service
sand, WAIA and you will prove property offs from the server of common () fulfy from the server offs of the	people away from public transit which will lead to even less usage. The way to increase usage is by	
WAILA and you all have more apped using inforce of the current UBCs. Device: WAILA and you all have more apped to his sched to vare on the soft to wore only apped to work the current of	expanding! If you want to do anything, tax cars and car parking more and use that funding for public	
 sudd is a understand the transform of this writes quarting is use a share to moder if is work to model is a understand to write the transform of t	transit. WMATA services are where I want my tax money to go, not to war or crimnibus. Fully finance	
 In the max have a toropholous ope is an absensive to marker in the web index of the second methods. Mecale accord accord in the second methods in the second is the second method is a larger between approximation in the second method is a larger between approximation in the second method is a larger between approximation in the second method is a larger between approximation in the second method is a larger between approximation in the second method is a larger between approximation in the second method is a larger between approximation in the second method is a larger between approximation in the second method is a larger between approximation in the second method is a larger between approximation in the second method is a larger between approximation in the second method is a larger between approximation in the second method is a larger between approximation in the second method is a larger between approximation in the second method is a larger between approximation in the second method method is a larger between approximation in the second method is a larger between approximation in the second method is a larger between approximation in the second method is approx		Bus Service
bit categoring Minimum bit categoring Minimum mate to support with we categoring Minimum Minimum mate to support with we categoring Minimum Minimum mate support with we		
Japprotect when WMA is construction morks another by intended by the time when it was inderbedget. While reprivally methods (if weak be that a large Hereau) and for a proving methods (if weak be have been do at a large Hereau) and for a proving methods (if weak be have been do at a large Hereau) and for a proving methods (if weak be have been do at a large Hereau) and for a proving methods (if weak be have been do at a large Hereau) and for a proving methods (if weak be have been do at a large Hereau) and for a proving methods (if weak be have been do at a large Hereau) and for a proving methods (if weak be have been do at a large Hereau) and for a proving methods (if weak been do at a large Hereau) and for a proving methods (if weak been do at a large Hereau) and for a proving methods (if weak been do at a large Hereau) and for a proving methods (if weak been do at a large Hereau) and for a proving methods (if weak been do at a large Hereau) and for a proving methods (if weak been do at a large Hereau) and for a proving methods (if weak been do at a large Hereau) and for a proving method (if weak been hereau) (if weak been he		Miscellaneous
underbagely, while ne provoudy monitored, it would als valuable to bok at a prep Meetral people not whet may a presental agreed. Whet would als valuable to bok at a prep Meetral econometral. The for many plus people agreed as the value is a present of the second as a se		
Liccolog couple be provide with where priors argues or band and prior band be been provider or where priors argues or band been provider or where priors argues or band argues of the serve	underbudget). While not previously mentioned, it would be valuable to look at a larger Metrorail	
would be spakes i o whice or plan a gorood in addition to all serves break speeding Ted for my registers who ne's on team register and is created, separately team of team of the stand of the stand register and the stand and and and and and and and and and	expansion rather than a piecemeal approach. This would allow both National Harbor and Fort	
he communities. Operating Endegt. Management and Spering. The first may regulate arrives. In logical frags increases, operand that the term first for segret my low-income negalar arrives. In logical will have the massed or setups. 25 monutes for a start of term term thating angle in the term integet of terms and the term term. Making user no arrive start in the term massed in the term term term term term term term ter	Lincoln(for example) to get Metro service in the future. This would make it politically easier as there	
Infe for my negatives whe reig on these register webs to hope of these increases, paper webs to head of webs to a set of the head of	would be less pushback to whichever plan is approved in addition to rail service being a benefit to all of	
make to suggest my low-income neglectors Marker strong with week trains with longer wait strend. Manger grade and maker pregeting the dry my and dry strong in so in choose with strend. Manger weighting be dry my and dry strong wait strend. Manger weighting strong wait my be pregeting wait and wait strend. Manger weighting is an advance weighting be dry my and long in advant dry a second per key ruber to dry protectors these steep NIL Apper of long in advant dry a second per key ruber to the ruber my be en dry protectors strend for strend advance in a strend for dry protectors strend for strend advance in a strend for strend for strend in the strend advance weighting strend for strend advance in a strend for strend advance weighting strend for strend for strend advance in the strend for strend for strend for strend for strend strend for strend for strend for strend advance weighting strend for strend for strend strend for strend f	the communities.	Operating Budget, Management and Spending
Waining meter and non-fever trains with longer wait times with longe		Ferra /Ferra /Derline
hista of waining 15-20 minutes for a tani, thereby cogning roads and making inequipting the day and go along way to making usery out on this way to do go in bits too. If a part of the screen provide in the screen fail in the screen provide in		rares/rees/rarking
migssbbc index support of process index support of process index support		
wil go z go wy to making zero go don't have to go to rehise too. Aprit of finging in what no try is carcing the dry without a cut : levoid much rafter pay more is apprit of ging in what no try is carcing the dry without a cut : levoid much rafter pay more is too be ben diving have the a singly for a car and pain is in the single tros responses to bits who who show the the soling have the a single tros responses to bits who who show the the carcing pay more is and car and too increases or pain is the solution of too without et the solution of the	impossible. I hope cutting trains is an absolute last resort. Making sure no one avoids paying the fares	
Apt of finging in a strand city is accessing, the city without a cir. I would much rather pay more to be nightly meakes to blick without a circ. I would much rather pay more to be nightly meakes to blick without a circ. I would much rather pay more to be nightly meakes to blick with our beaker and province much rather beaker and results of and the rather and rather beaker and results andi	will go a long way to making sure you don?t have to do price hikes too.	Fares/Fees/Parking
scccs bit system thun pay for a car and pixtup. I allow stands these to be ingititume service to folks were has been driving been dr	Please keep NH2	
h <table-cell> here ben diving huse he ability to take public transportation instead of driving home. Ifed and the sequences is a service of the sequences of the seque</table-cell>	A part of living in a vibrant city is accessing the city without a car. I would much rather pay more to	
 bioxing there is public transportation as noploo for people. Personally intend and the expanded. biox Service biox Service biox Service biox Service biox Service biox Service contract the 30 of reduce the 42 of the 25 biox Service biox Service contract the 30 of the 30 biox Service biox Service contract the 30 of the 30 biox Service biox Service contract the 30 of the 30 biox Service biox Service contract the 30 of the 30 biox Service (service) contract the 30 of the 30 biox Service contract the 30 of the 30 biox Service (service) contract the 30 of the 30 biox Service contract the 30 of the 30 biox Service contract the 30 of the 30 biox Service contract the		
work for the federal government and can afford to norcease my fares. If fares are incressed, how the subscription of the subscret subscription of the subscription of the subscription		
programs for low-income citese would also be expanded. More allowed and the expanded of the experiment of the experimation of the experim thex		
Dark 1 Mixedianeous Pase keep the Mext or nunng great Down to an writing it will run the system. If prices need to increase they must, but do not the the system fall. Ital Service Prequent relables expect Mext Service 3 advect of dischip more than costs a deterrent. On the margin the tradeoff should always favor frequency. Cappy service begets falling indexibip at any fare price point. Bas Service Outcomest Service Service Deprict call factors To service in the servic		Bus Service
Increase they must, but do not fire the system fail	Don?t cut the 96! Or reduce the 42!	
Frequent reliable service is a diver of nicership more than cost is a determint. On the margin the interdef should aways four frequency, Cappy service begins falling indership and any frag notice point. Service and allots of the MA and resoluting of the E4. These routes are used significantly by enelphondo diffuse to trave is and from school. by workers to cannel to make of the addition to trave is and from school. by workers is to rave to trave into and from school by workers is to rave to trave into and from school. by workers is to rave to trave into and monetical appointements. Moreover, Maret School is constructing a large sports complex on there addite is possible to the school to trave is and from the fort of the relative is and the sports of the school. The possible is number of users travel will contribute to the reposible infolding during runh hour, when the sports complex will see its a present to address the school. The possible is number of users travel will contribute to the reposible infolding during runh hour, when the sports complex will see its a present to address that to dress that infolding during runh hour, when the sports complex will see its a present to address that the sports complex will see its a present to address that the sports complex will see its a present to address the school. The proprior that rule is apposed for the large sport of the travels of the school that rule is apposed for the large sport of the school that rule is apposed for the large sport of the school that rule is apposed for the large sport of the school that rule is apposed for the large sport of the school that rule is apposed for the large sport and rule in the proprior that rule is apposed for the large sport of the school that rule is apposed for the large sport of the school that rule is apposed for the large sport and rule in the school that rule is apposed for the large sport of the school that rule is apposed for the large sport and rule in the large sport and rule in the low differ sport and rule in t	Please keep the Metro running great! Don't cut anything, it will ruin the system. If prices need to	
tradeoff should always froot frequency. Crapps service begets failing ridership at any far inter point propose cancellation of the Ma and resortuing of the A.T. there arotes are used significantly to neighborhood children to travel to and from school; by workers to connect to transportation to downtown: ty workers to travel into frequency. Chasp OL; any anticular from the FOT Totten are; and by older citizens to travel to freidenship heights, significantly to medical appointments. Moreover, Maret School is constructing along sports complex on the field. The public transportation fund which has been appointed for the field by trig agencies includes used of the MA and of the 44 as it is currently routed. Changes to these two routes will contribute to further traffic and appairing congestion by automobiles, including during ruh bur, when the sports complex wills exist greates: tu a after school. Bregenery, is more first map rice. Fares should be raised to offet the costs of frequency, is more fare-make Merrina agent scheck for the people which die H There is not 0 schy of freqien country in the word with a first-class public transt system that gives it ways for free. And for transportation to work 1. do not com a great scheck for the people which die H There is not 0 schy of freqien country in the word with a first-class public transt system that gives it ways for the and ding traff of the 6.0 scheck and the weekend for special events. Bus Service Transportation to work 5 days a week and sometimes on the weekend for special events. Bus Service Transportation to work 5 days a week and sometimes on the weekend for special events. Bus Service Transportation to work 5 days a week and sometimes on the weekend for special events. Bus Service Transportation to work 5 days a week and sometimes on the weekend for special events. Bus Service Transportation to work 5 days a week and sometimes on the weekend for special events. Bus Service Transportation to work 5 days a week and sometimes on the weekend for special events. B	increase they must, but do not let the system fall.	Rail Service
Ioppoze ancellation of the M4 and rearouting of the E4. These routes are used significantly by enighborhood different to travel to and from school; by workers to concert to transportation to downtown; by workers to travel into Chevy Chase DC, in particular from the Fort Totten rare; and by doler clitters to travel to frendship Heights; significantly to melical appointments. Moreover, Maret School is constructing a large sports complex on Methasia Avenue east of Utah. Parking at this complex will be insufficient to accommodate the number of users traveling to the field. The public transportation plan which has been approved for the field by city agencies includes use of the M4 and of the F4 as its is commodily entity and the sports complex will see its greatest use afters chool. Bus Service Frequency. Metch has a low income fare gragmant that "limitate poor people who ride it three is no US city of rolegin country in the vorif with a first class public transle ty steps that greatest use afters chool. Bus Service Prese And Gon's get in do the 63 bus downtown because Luie It to get to work on most days! Bus Service The enter shoul SC should be raised to offset the costs of frequency. Metch has dometimes on the weekend for special events. Bus Service The metro should SC should be raised the offset alw costs of frequency. Metch so data dometimes on the weekend for special events. Bus Service The metro solution of the court that ravels to the Main Campus will leminate my primary mode of transportation to work. I do not own act and refy on the G2 as my transportation to work 5. days a wet kan al spring derivation and wisitors an mazing opportunity to get around the city. Cutting an main line a site the hospital I a negative impact to not only the employeers but the patient stimesives. Transportation is already not easy at the hospital Main easy were fready for the field I is an egative impact to not only the employeers but the patient stimesize execute power on the metas it. Nu Yoone 3. Th	Frequent reliable service is a driver of ridership more than cost is a deterrent. On the margin the	
neighbonds children to travel to and from school; by workers to connect to transportation to downow; by workers to travel into Circu PC hase. Die production from the PC hase being appointments. Moreover, Maret School is constructing a large sports complex where add full havenee		Bus Service
downtown; by workers to travel into Chevy Chase DC, in particular from the Fort Totten aree; and by older cliters to travel briendspit heghts; significantly to medical appointments. Moreover, Maret School is constructing a large sports complex on Nebraska Areeuve east of Utah. Parking at this complex will be insufficient to accommodate the number of users travelling to the field. The public dramsportation plan which has been approved for the field by city agencies includes use of the MA and of the F4 as it is constructing a large program that will insulate poor people from the fran hile. Prequency, Herto Nation Charlenge to these two routes will contribute to further traffic requency. Netro Nor foreign country in lurgulate poor people from the fran hile. Prease profitze better service over lower frans- make Metro a grant service for the people who ride HI meters in US forty foreign country in the world with a frist-class public transit system that gives it away for free. And Gon't get rid of the 63 bus downtown because Lue It to get to work on most days away for foreign country in the world with a frist-class public transit system that gives it away for free. And Gon't get rid of the 63 bus downtown because Lue It to get to work on most days away for free. And Gon't get rid of the 63 bus downtown because Lue It to get to work not most days away for free. And Gon't get rid with a giving de registing and withor complex more fransportation to work. Jd on at ware and anotent to country! Please reconsider cutting the evidence system is a part of making do one of the best cities in the country! Please reconsider cutting the system is a part of making do one of the best cities in the country! Please reconsider cutting the system is a part of making do one of the best cities in the country! Please reconsider cutting the system is a part of making do one of the best cities in the country! Please reconsider cutting the system is a part of making do one of the best cities in the country! Please reconsider cutting the syst		
older others to travel to Friendship Heights, significantly to medical appointments. Moreaver, Mareit School is constructing a large spots complex on Netroska Avenue eas of ULHs, Parking at this complex will be insufficient to accommodate the number of users travelling to the field. The public transportation plane which has been approved for the field by city agreedics includes use of the MA and of the E4 as it is currently routed. Changes to these two routes will contribute to further traffic and parking congestion by automobiles, including during much hour, when the spots complex will be insufficient to accommodate the number of users travelling to forther traffic and parking congestion during thing much agrees tarvelling for the park by the traffic and parking congestion works. For the park by the traffic and parking congestion works a low time frage-range much will insulate poor people from the fare hike. Bus Service Traguency is more frage-range much will insulate to park by the fare hike. The metric solution or a part straffic for the pargle work to manzing opportanity to get another that transits to the Main Campus will eliminate my primary mode of trageortation to work. I do not town a car and rely on the C2 as my primary mode of trageortation to work is do not town and a grand rely on the C2 as my there and by performed to maining di one of the best cites in the countryll Please reconsider cruits manzing opportanity to get another the traffic area is the hospital is a negative impact to not only the employers tut the parkers the mavelenes. If the short agrees tarveles and visits the rates before curring the main manzementent on the targe these are derived the rates before curring the bas service or close rail statedy not easy at the hospital the parkers throweles. If the Markar agrees car if the adres the traffic area is the hospital is a negative impact to not only the employers turing and the indivent to the rest and rates the rates before curring the bas service or close rail statedy not easy at the		
School is constructing a large sports complex on Nebraska Avenue east of Utah. Parking at this complex Image: Constructing a large sports complex on Nebraska Avenue east of Utah. Parking at this complex It has been approved for the field by city agencies includes use of the M4 and parking compesition by automobiles, including during rush hour, when the sports complex will se its grass complex on rules will contribute to further traffic and parking compesition by automobiles, including during rush hour, when the sports complex will se its grass complex on rules will contribute to further traffic and parking contribute to rules the costs of frequency. Netro has a low income fare program that will insulate poor poople from the fare hiles and the costs of requency. Netro has a low income fare program that will insulate poor poople from the fare hiles and only get of or frequency in not with a fars-class public transity system that gives it as a system that gives it as and only get of or the poople whon de 21 and the system that gives it as and or a car and rely on the Cas and the system that gives it as and or manife to a shard on Rule system. The get to work on mort days 1 Bus Service The elimitation of the G2 tote or a portion of the route that travels to the Main Campus will elimitate to any or transportation to work. I do not ow a car and rely on the Cas and yes to service Bus service Bus Service The elimitation of the G2 tote or a portion of the route shart the sopital is a negative impact to not only the employees Bus Service Rall Service Bal of maniform of the Strate or any on the sopital is a negative impact to not only the employees Rall Service <t< td=""><td></td><td></td></t<>		
will be insufficient to accommodate the number of user travelling to the field. The public transportation public houldes use of the M4 and of the E4 as it is currently routed. Changes to these two routes will contribute to further traffic and parking congestion by automobiles, including during rush hour, when the sports complex will see its sport important to riders than price. Fares should be arised to offset the costs of generative see in portant. To riders than price. Fares should be raised to offset the costs of generative see in portant. To rider shan price. Fares should be raised to offset the costs of the M4 and off region (or foreign country in the world with a first-class public transity stem that gives it a sport of foreign country in the world with a first-class public leminate may for free. And on't get rid of the 63 bus downtown because Luse it to get to work on most days I bus Service Bervice Bervic	School is constructing a large sports complex on Nebraska Avenue east of Utah. Parking at this complex	
of the E4 as it is currently routed. Charges to these two routes will contribute to further traffic and gradest use after school. sus Service prequency is more important to riders than price. Fares should be raised to offset the costs of gradest use after school. sus Service Prequency is more important to riders than price. Fares should be raised to offset the costs of feet the people who ride till event the school of people from the fare hile. sus Service Prease profitze better service over lower fares-make Mettro a great service for the people who ride till event the school of the G2 route or a portion of the route that travise is to the Main Campus will eliminate the service has and only on the G2 route or a portion of the route that travise is the Main Campus will eliminate the service and for the G2 route or a portion of the route that travise is the Main Campus will eliminate the event will a signific or special events. Bus Service The metro system is a part of making do one of the best cities in the country! Please reconsider cutting anomal nee to shigh fried rease is the hospital is a negative impact to not on the metrod for special event. Bus Service Prease put out an announcement on what is happening with the continuation of metroway. Rail Service Please put out an announcement on what is happening with the continuation of metroway. Rail Service Please put out an announcement on what is happening with the continuation of metroway. Rail Service Please put out an announcement on what is happening with the continuation of metroway. Rail Service Dy 0.5, 0.3, 3.2, 0.3, 7.2, Now ere vere unut that with the continuation of metrow	will be insufficient to accommodate the number of users travelling to the field. The public	
parking congestion by automobiles, including during rush hour, when the sports complex will see its generative as after shool. "Bus Service "Bus Ser	transportation plan which has been approved for the field by city agencies includes use of the M4 and	
greatest use after school. Bus Service Frequency is more important to riders than price. Fares should be raied to offset the casts of frequency, Metro has a low income fare program that will insulate poor people from the fare hike. Bus Service Please prioritize better service over lower fares-make Metro a great service for the people who nde tI here is no US (or foreign county) in the word with a first-class public transit system that gives it away for free. And don't get rid of the 63 bus downtown because I use It to get to work on most days! Bus Service The elimination of the C2 route or a portion of the route that traves it to the Main Campus Will eliminate my primary mode of transportation to work. I do not own a car and rely on the C2 as my transportation to work. I do not own a car and rely on the C2 as my transportation to work. I do not own a car and rely on the C2 as my transportation to work. I do not own a car and rely on the C2 as my transportation to work. I do not own a car and rely on the C2 as my transportation to work. I do not own a car and rely on the C2 as my transportation to work. I do not own a car and rely on the C2 as my transportation to work. I do not own a car and rely on the C2 as my transportation to work. I do not own a car and rely on the C2 as my transportation to work I do not own a car and rely on the C2 as my transportation to work I do not own the exit should rather see WARTA get more funds from the local jurisdictions that charge these car fees and raise the rates before cuting the bus service or close rail stells. It does use, Devectively D2, D4, J1, J2, J3, J3, J3, N2, N8 are very important to the residents in this NW zone 3. This would rather see WARTA get more funds from the local jurisdictions that charge these car fees and raise the rates before cuting the bus service or close rail stells. It does get and unit peak hours but It's used by so many and get through many relighborhoods, which can help lee get conterise! Wart get more funds from the local jurisdictions that		
Frequency. Is more important to riders than prize. Fares should be raised to offset the costs of frequency. Metro has a low income fare program that will insulate poor people from the fare hike. Bus Service Please prioritize better service over lower fares-make. Metro a great service for the people who ride it! There is no US city or foreign country in the world with a first-class public transit system that gives it away for free. And on't get of of the GS bus downtown because Lue it to get to work on most day. Bus Service The elimination of the GS bus downtown because Lue it is get to work on most day. Bus Service Bus Service The metro system is a part of making do one of the best cities in the vert evonsitier curving services and beg the government for money. Metro is vital at giving dc residents and visitors an amazing opportunity to get around the city. Bus Service Curting an main line to a high traffic area is the hospital is a negative impact to not only the employers. Rail Service Disabet of the Coll jurisdictions is already not easy at the hospital Paid fees on 3 vehicles in DC but CHOOSE to ride the buses around the area. I would rather see WMATA get more limits from the coll jurisdictions in the residents in this NW zone 3. This would especially mapat eliderly residents and cargivers. Miscellaneous The 2 line is used consistently and has high ridership - granted I get on during peak hours but it?s used by so many and gees through many neighborhoods, which can help keep cars off reads by anany and gees through many neighborhoods, which can help keep cars off reads by anany and gees through many neighborhoods, which can help keep cars off reads by anan		Rus Sanisa
Intercent Image: Service Image: Service Please prioritize betts service over lower farse-make Metro a great service for the people who ride it! Image: Service Image: Service Please prioritize betts service over lower farse-make Metro a great service for the people who ride it! Image: Service Image: Service Please prioritize betts service over lower farse-make Metro a great service for the people who ride it! Image: Service Image: Service Image: Service more farse prioritize of the route that traves to the Main Campus will elimitation over S days a week and sometimes on the weekend for special events. Image: Service Image: Service Image: Service more more farse prioritize of the service for special events. Image: Service Image: Service Image: Service more more farse prioritize of the best cities in the country! IP lease reconsider cutting service and making do one of the best cities in the country! IP lease reconsider cutting service Rail Service Cutting an main line to a high traffic area is the hospital is a negative impact to not only the employers but the patients of the colory of the service for the service in the service for th		Bus Service
Please prioritize better service over lower faresmake Metro a great service for the people who ride it! There is no US city or foreign country in the world with a first-class public transit system that gives it away for free. And don't get rid of the 63 bus downtown because I use I to get to work on most days! Bus Service Bus Service B		Bus Service
away for free. And don't get rid of the 63 bus downtown because I use it to get to work on most days I bus Service The elimination of the 62 route or a portion of the route that travels to the Main Campus will eliminate my primary mode of transportation to work. I do not own a car and rely on the 62 as my Bus Service Bus Service Bus Service Campus Mining do one of the best cities in the country II Pease reconsider cutting services and beg the government for money. Metro is vital at giving dc residents and vistors an amazing opportunity to get around the city. Cutting an main line to a high traffic area ie the hospital is a negative impact to not only the employers but the patients themselves. Transportation is already not easy at the hospital Please put out an announcement on what is happening with the continuul 100 of metroway. Please put out an announcement on what is happening with the continuul 100 of metroway. Please put out an announcement on what is happening with the continuul 100 of metroway. Please put out an announcement on what is happening with the continuul 100 of metroway. Please put out an announcement on what is happening with the continuul 100 of metroway. Please put out and the resid-like that carge these car fees and raise the rates before cutting the bus service or close rail stations. If VMAIT a makes cuts, DC NEEDS to RESTOR Car lanes because people wort use the rail. Hell, it doesn't go everywhere, especially for groceries!! Bus Service Bus Servic	Please prioritize better service over lower faresmake Metro a great service for the people who ride it!	
The elimination of the 62 route or a portion of the route that travels to the Main Campus will eliminate my primary mode of transportation to work. I do not own a car and rely on the 62 as my Bus Service The metro system is a part of making dc one of the best cities in the countryl! Please reconsider cutting exvices and beg the government for money. Metro is vital at giving dc residents and visitors an amazing opportunity to get around the city. Rail Service Tuting an main line to a high traffic area is the hospital is a negative impact to not only the employers the payetiment for money. Metro is vital at giving dc residents and visitors an amazing opportunity to get around the city. Rail Service Tuting an main line to a high traffic area is the hospital is a negative impact to not only the employers the payetime themselves. Transportation is already not easy at the hospital is a negative impact to not only the employers the fuel set in C bus CHOOSE to ride the buses around the area. I would rather see WMATA get more funds from the local jurisdictions that charge these car fees and raise the rates before cutting the bus service or close rail stations. If WMATA makes cuts, DC NEEDS to RESTORE car lanse because people won't used consistently of desn't go everywhere, especially for gorceries! Bus Service The 21 line is used consistently and has high ridership - granted I get on during peak hours but It?s used by so many and goes through many neighborhoods, which can help keep cars off roads the four even on the weekends. If on cut theris service no weekends AND changed the route of the L2 so that it no longer went through Dupont Circle to Faragut, many people living in the Dupont Circle to Faragut, many people living in the Dupont Circle to Faragut, many people living in the Dupont Circle to Faragut, many people living in the Dupont Bus Service Metoral and bus are essential to the many of the circle size advisory and not as aregular as advertibed. Cutting service more would make it harderfor us to get around the c	There is no US city or foreign country in the world with a first-class public transit system that gives it	
my primary mode of transportation to work. I do not own a car and rely on the G2 as my Bus Service Ser	away for free. And don't get rid of the 63 bus downtown because I use it to get to work on most days!	
transportation to work 5 days a week and sometimes on the weekend for special events. Bus Service The metro system is a part of making do one of the best cities in the country!! Please reconsider cutting services and beg the government for money. Metro is vital at giving dc residents and visitors an amazing opportunity to get around the city. Cutting an main line to a high traffic area is the hospital is a negative impact to not only the employes but the patients themselves. Transportation is already not easy at the hospital Miscellaneous Please put out an announcement on what is happening with the continuation of metroway. Rail Service WMATA get more funds from the local jurisdictions that charge these car fees and raise the rates before cutting the bus service or close rail stations. If WMATA makes cuts, DC NEEDS to RESTORE car anse because people won't use the rail. Hell, it doesn't go everywhere, especially for groceries!! Bus Service D2, D4, 31, 32, 33, N2, N6 are very important to the residents in this NW zone 3. This would especially mpact elderly residents and caregivers. The D6 is an extremely important commuter bus for employees of the Georgetown Medstar hospital system. It would make it incredibly difficult to get public transportation to the Georgetown University area and palisades if the D6 and D2 were cut out. Furthermore, the 42/43 are busses that are frequently full use are essential to the mary of the were, is already and pas of the eray. Bus for the to use are important. Bus Service Bus		
The metro system is a part of making dc one of the best cities in the country!! Please reconsider cutting services and beg the government for money. Metro is vital at giving dc residents and visitors an mazing opportunity to get around the city. Rail Service Cutting an main line to a high traffic area ie the hospital is a negative impact to not only the employers but the patients themselves. Transportation is already not easy at the hospital Delease put out an announcement on what is happening with the continuation of metroway. Rail Service Delease put out an announcement on what is happening with the continuation of metroway. I paid fees on 3 vehicles in DC but CHOOSE to ride the buses around the area. I would rather see WMATA get more funds from the local jurisdictions that charge these car fees and raise the rates WMATA get more funds from the local jurisdictions that OMATA makes cuts. DC NEEDS to Res DESTORE car lanes because people won't use the rail. Hell, it doesn't go everywhere, especially for grocerries1I Bus Service D2, D4, 31, 32, 33, N2, N6 are very important to the residents in this NW zone 3. This would especially by so many and goes through may neighborhoods, which can help keep cars off roads The D6 is ne axternely important commuter bus for employees of the Georgetown University area and palisades if the D6 and D2 were cut out. Furthermore, the 42/43 are busses that are frequently full even on the weekends. If one cut their service on weekends AND changed the route of the L2 so that it no longer went through Dupont Circle to Faragut, many people living in the Dupont Circle area would not have a bus to get them or other parts of the city. These routes are important. Bus Service Bus Servic		Rus Service
services and beg the government for money. Metro is vital at giving dc residents and visitors an mazing opportunity to get around the city. Rail Service Rail Ser		
amazing opportunity to get around the city. Rail Service	services and beg the government for money. Metro is vital at giving dc residents and visitors an	
Cutting an main line to a high traffic area ie the hospital is a negative impact to not only the employers but the patients themselves. Transportation is already not easy at the hospital Please put out an announcement on what is happening with the continuation of metroway. Please put out an announcement on what is happening with the continuation of metroway. Please put out an announcement on what is happening with the continuation of metroway. Please put out an announcement on what is happening with the continuation of metroway. Please put out an announcement on what is happening with the continuation of metroway. Plaid fees on 3 vehicles in DC but CHOOSE to ride the buses around the area. I would rather see WMATA get more funds from the local jurisdictions that charge these car fees and raise the rates before cutting the bus service or close rail stations. If WMATA makes cuts, DC NEEDS to RESTORE car lanes because people wort' use the rail. Hell, it doesn't go everywhere, especially for groceries!! Bus Service D2, D4, 31, 32, 33, N2, N6 are very important to the residents in this NW zone 3. This would especially impact elderly residents and caregivers. The t2 line is used consistently and has high ridership - granted I get on during peak hours but it?s used by so many and goes through many neighborhoods, which can help keep cars off roads The D6 is an extremely important commuter bus for employees of the Georgetown Medstar hospital system. It would make it incredibly difficult to get public transportation to the Georgetown University area and palisades if the D6 and D2 were cut out. Furthermore, the 42/43 are busses that are frequently full even on the weekends. If one cut their service on weekends AND changed the route of the L2 so that it no longer went through Dupont Circle to Farragut, many people living in the Dupont Circle area would not have a bus to get them to other parts of the city. These routes are important. Metrorail and bus are essential to the many of us who don?t have cars. Service is already	amazing opportunity to get around the city.	Rail Service
Please put out an announcement on what is happening with the continuation of metroway. Rail Service I paid fees on 3 vehicles in DC but CHOOSE to ride the buses around the area. I would rather see WMATA get more funds from the local jurisdictions that charge these car fees and raise the rates before cutting the bus service or close rail stations. If WMATA makes cuts, DC NEEDS to RESTORE car Bus Service lanes because people won't use the rail. Hell, it doesn't go everywhere, especially for groceries!! Bus Service DZ, D4, 31, 32, 33, N2, N6 are very important to the residents in this NW zone 3. This would especially Bus Service mpact elderly residents and caregivers. Bus Service The 12 line is used consistently and has high ridership - granted 1 get on during peak hours but it?s used Miscellaneous by so many and goes through many neighborhoods, which can help keep cars off roads Miscellaneous The D6 is an extremely important commuter bus for employees of the Georgetown University area and palisades if the D6 and D2 were cut out. Furthermore, the 42/43 are busses that are Miscellaneous frequently full even on the weekends. If one cut their service on weekends AND changed the route of the L2 so that it no longer went through Dupont Circle to Farragut, many people living in the Dupont Circle to Farragut, many people living in the Dupont Circle area would not have a bus to get them to other parts of the city. These routes are important. Bus Service Metrorail and bus are essential to the many of us who don?	Cutting an main line to a high traffic area ie the hospital is a negative impact to not only the employers	
 I paid fees on 3 vehicles in DC but CHOOSE to ride the buses around the area. I would rather see WMATA get more funds from the local jurisdictions that charge these car fees and raise the rates before cutting the bus service or close rail stations. If WMATA makes cuts, DC NEEDS to RESTORE car lanes because people won't use the rail. Hell, it doesn't go everywhere, especially for groceries! Bus Service D2, D4, 31, 32, 33, N2, N6 are very important to the residents in this NW zone 3. This would especially impact elderly residents and caregivers. Bus Service Centrol of the board of the comparison of the comp	but the patients themselves. Transportation is already not easy at the hospital	
WMATA get more funds from the local jurisdictions that charge these car fees and raise the rates before cutting the bus service or close rail stations. If WMATA makes cuts, DC NEEDS to RESTORE car lanes because people won't use the rail. Hell, it doesn't go everywhere, especially for groceries!! Bus Service D2, D4, 31, 32, 33, N2, N6 are very important to the residents in this NW zone 3. This would especially impact elderly residents and caregivers. Bus Service The 12 line is used consistently and has high ridership - granted I get on during peak hours but it?s used by so many and goes through many neighborhoods, which can help keep cars off roads The D6 is an extremely important to their service on the Georgetown Medstar hospital system. It would make it incredibly difficult to get public transportation to the Georgetown University area and palisades if the D6 and D2 were cut out. Furthermore, the 42/43 are busses that are frequently full even on the weekends. If one cut their service on weekends AND changed the route of the L2 so that it no longer went through Dupont Circle to Farragut, many people living in the Dupont Circle area would not have a bus to get them to other parts of the city. These routes are important. Metrorail and bus are essential to the many of us who don't have cars. Service is already spotty and not as regular as advertised. Cutting service cuts are not the answer. I wish metro was funded more by the governments and not so much by fares so that it could be more accessible. Bus Service	Please put out an announcement on what is happening with the continuation of metroway.	Rail Service
before cutting the bus service or close rail stations. If WMATA makes cuts, DC NEEDS to RESTORE car lanes because people won't use the rail. Hell, it doesn't go everywhere, especially for groceries!! D2, D4, 31, 32, 33, N2, N6 are very important to the residents in this NW zone 3. This would especially mpact elderly residents and caregivers. The t2 line is used consistently and has high ridership - granted I get on during peak hours but it?s used by so many and goes through many neighborhoods, which can help keep cars off roads the D6 is an extremely important commuter bus for employees of the Georgetown Medstar hospital system. It would make it incredibly difficult to get public transportation to the Georgetown University area and palisades if the D6 and D2 were cut out. Furthermore, the 42/43 are busses that are frequently full even on the weekends. If one cut their service on weekends AND changed the route of the L2 so that it no longer went through Dupont Circle to Farragut, many people living in the Dupont Circle area would not have a bus to get them to other parts of the city. These routes are important. Metrorail and bus are essential to the many of us who don't have cars. Service is already spotty and not as regular as advertised. Cutting service more would make it harder for us to get around the city, get to work, bug groceries, visit friends and family. Service cuts are not the answer. I wish metro was funded more by the governments and not so much by fares so that it could be more accessible. Bus Service	P	
lanes because people won't use the rail. Hell, it doesn't go everywhere, especially for groceries!! Bus Service D2, D4, 31, 32, 33, N2, N6 are very important to the residents in this NW zone 3. This would especially Bus Service impact elderly residents and caregivers. Bus Service The 12 line is used consistently and has high ridership - granted I get on during peak hours but it?s used Bus Service by so many and goes through many neighborhoods, which can help keep cars off roads Miscellaneous The D6 is an extremely important commuter bus for employees of the Georgetown Medstar hospital wiscellaneous system. It would make it incredibly difficult to get public transportation to the Georgetown University area and palisades if the D6 and D2 were cut out. Furthermore, the 42/43 are busses that are frequently full even on the weekends. If one cut their service on weekends AND changed the route of bus Service Metrorail and bus are essential to the many of us who don?t have cars. Service is already spotty and Bus Service Metrorail and bus are essential to the many of us who don?t have cars. Service is already spotty and family. Service cuts are not the answer. I wish metro was Bus Service get to work, buy groceries, visit friends and family. Service cuts are not the answer. I wish metro was Bus Service funded more by the governments and not so much by fares so that it could be more accessible. Bus Service		
D2, D4, 31, 32, 33, N2, N6 are very important to the residents in this NW zone 3. This would especially impact elderly residents and caregivers. Bus Service Bus Service Bus Service The 12 line is used consistently and has high ridership - granted 1 get on during peak hours but it?s used on some and goes through many neighborhoods, which can help keep cars off roads Miscellaneous The 26 is an extremely important commuter bus for employees of the Georgetown Medstar hospital system. It would make it incredibly difficult to get public transportation to the Georgetown University area and palisades if the D6 and D2 were cut out. Furthermore, the 42/43 are busses that are frequently full even on the weekends. If one cut their service on weekends AND changed the route of the L2 so that it no longer went through Dupont Circle to Farragut, many people living in the Dupont Circle to Farragut, many people living in the Dupont Circle area would not have a bus to get them to other parts of the city. These routes are important. Bus Service Metrorail and bus are essential to the many of us who don? thave cars. Service is already spotty and not as regular as advertised. Cutting service cuts are not the answer. I wish metro was funded more by the governments and not so much by fares so that it could be more accessible. Bus Service	lanes because people won't use the rail. Hell, it doesn't go everywhere, especially for groceries!!	Bus Service
impact elderly residents and caregivers. Bus Service Bus Service Bus Service	D2, D4, 31, 32, 33, N2, N6 are very important to the residents in this NW zone 3. This would especially	
by so many and goes through many neighborhoods, which can help keep cars off roads Miscellaneous Miscellaneous Miscellaneous System. It would make it incredibly difficult to get public transportation to the Georgetown Medstar hospital system. It would make it incredibly difficult to get public transportation to the Georgetown University area and palisades if the D6 and D2 were cut out. Furthermore, the 42/43 are busses that are frequently full even on the weekends. If one cut their service on weekends AND changed the route of the L2 so that it no longer went through Dupont Circle to Farragut, many people living in the Dupont Circle area would not have a bus to get them to other parts of the city. These routes are important. Bus Service Metrorail and bus are essential to the many of us who don? thave cars. Service is already spotty and not as regular as advertised. Cutting service cuts are not the answer. I wish metro was funded more by the governments and not so much by fares so that it could be more accessible. Bus Service	impact elderly residents and caregivers.	Bus Service
The D6 is an extremely important commuter bus for employees of the Georgetown Medstar hospital system. It would make it incredibly difficult to get public transportation to the Georgetown University area and palisades if the D6 and D2 were cut out. Furthermore, the 42/43 are busses that are frequently full even on the weekends. If one cut their service on weekends AND changed the route of the L2 so that it no longer went through Dupont Circle to Farragut, many people living in the Dupont Circle area would not have a bus to get them to other parts of the city. These routes are important. Metrorail and bus are essential to the many of us who don't have cars. Service is already spotty and not as regular as advertised. Cutting service more would make it harder for us to get around the city, get to work, buy groceries, visit friends and family. Service cuts are not the answer. I wish metro was funded more by the governments and not so much by fares so that it could be more accessible. Bus Service	The t2 line is used consistently and has high ridership - granted I get on during peak hours but it?s used	
system. It would make it incredibly difficult to get public transportation to the Georgetown University area and palisades if the D6 and D2 were cut out. Furthermore, the 42/43 are busses that are frequently full even on the weekends. If one cut their service on weekends AND changed the route of the L2 so that it no longer went through Dupont Circle to Farragut, many people living in the Dupont Circle area would not have a bus to get them to other parts of the city. These routes are important. Metrorail and bus are essential to the many of us who don't have cars. Service is already spotty and not as regular as advertised. Cutting service more would make it harder for us to get around the city, get to work, buy groceries, visit friends and family. Service cuts are not the answer. I wish metro was funded more by the governments and not so much by fares so that it could be more accessible. Bus Service	by so many and goes through many neighborhoods, which can help keep cars off roads	Miscellaneous
area and palisades if the D6 and D2 were cut out. Furthermore, the 42/43 are busses that are frequently full even on the weekends. If one cut their service on weekends AND changed the route of the L2 so that it no longer went through Dupont Circle to Farragut, many people living in the Dupont Circle area would not have a bus to get them to other parts of the city. These routes are important. Metrorail and bus are essential to the many of us who don?t have cars. Service is already spotty and not as regular as advertised. Cutting service more would make it harder for us to get around the city, get to work, buy groceries, visit friends and family. Service cuts are not the answer. I wish metro was funded more by the governments and not so much by fares so that it could be more accessible. Bus Service		
frequently full even on the weekends. If one cut their service on weekends AND changed the route of it is no longer went through Dupont Circle to Farragut, many people living in the Dupont Circle area would not have a bus to get them to other parts of the city. These routes are important. Bus Service Metrorail and bus are essential to the many of us who don?t have cars. Service is already spotty and not as advertised. Cutting service more would make it harder for us to get around the city, greceries, visit friends and family. Service cuts are not the answer. I wish metro was funded more by the governments and not so much by fares so that it could be more accessible. Bus Service		
the L2 so that it no longer went through Dupont Circle to Farragut, many people living in the Dupont Circle area would not have a bus to get them to other parts of the city. These routes are important. Metrorail and bus are essential to the many of us who don?t have cars. Service is already spotty and not as regular as advertised. Cutting service more would make it harder for us to get around the city, get to work, buy groceries, visit friends and family. Service cuts are not the answer. I wish metro was funded more by the governments and not so much by fares so that it could be more accessible. Bus Service		
Circle area would not have a bus to get them to other parts of the city. These routes are important. Bus Service Metrorail and bus are essential to the many of us who don't have cars. Service is already spotty and not as regular as advertised. Cutting service more would make it harder for us to get around the city, get to work, buy groceries, visit friends and family. Service cuts are not the answer. I wish metro was funded more by the governments and not so much by fares so that it could be more accessible. Bus Service	the L2 so that it no longer went through Dupont Circle to Farragut, many people living in the Dupont	
not as regular as advertised. Cutting service more would make it harder for us to get around the city, get to work, buy groceries, visit friends and family. Service cuts are not the answer. I wish metro was funded more by the governments and not so much by fares so that it could be more accessible. Bus Service	Circle area would not have a bus to get them to other parts of the city. These routes are important.	Bus Service
get to work, buy groceries, visit friends and family. Service cuts are not the answer. I wish metro was funded more by the governments and not so much by fares so that it could be more accessible. Bus Service	Metrorail and bus are essential to the many of us who don?t have cars. Service is already spotty and	
funded more by the governments and not so much by fares so that it could be more accessible. Bus Service	not as regular as advertised. Cutting service more would make it harder for us to get around the city,	
	get to work, buy groceries, visit friends and family. Service cuts are not the answer. I wish metro was	
Service liedneurs is nie bruuets neiseutungur on uom orten i nise nie skisteutu. RR2 SeLvice		
	pervice inequency is the primary determinant of now often Luse the system	DUS JEI VILE

Commont	Calendaria
Comment	Category
I don't drive and rely on Metrobus for most of my transportation needs. Please do not cut lines or service. You will be hurting so many people who cannot afford cars or Ubers and are disabled.	Bus Service
It?s unfortunate that these cuts need to be made. Every time I ride Meteobus the majority of riders	
don?t appear to pay.	Bus Service
Reducing service times and increasing fares is bad the environment and for people with low income	
and will lead to a further separation of the haves and have nots. Wasn't there a budget surplus within the past two years? So much so that there was legislation around	Fares/Fees/Parking
making DC bus fare free forever? What the hell happened? What the hell happened to all of your	
money? And where does the money from all the parking tickets go, huh? If fares were raised or services	
were cut, people would turn to alternate options, such as Ubers or driving or something - all of which is	
worse for the environment than public transit. So either way, you'd end up losing customers and	
money, it seems. DC has some of the best public transit in the entire United States. Don't it up.	Operating Budget, Management and Spending
A vibrant city needs frequent, reliable public transit. Anything less would be economically destructive.	Miscellaneous
Public transit is a public good. It is among the things that a citizen should reasonably expect to be paid	
through taxation. While this may be out of Metro?s control, rather than taking budget shortfalls as a given and running a public service as a business for profit, the governments in charge of funding Metro	
should give adequate funding so Metro can improve, rather than mitigate losses. Fares should not be	
Metro?s source of revenue.	Operating Budget, Management and Spending
I use the D2 every day and its elimination would be devastating in an area with no Metro stop. I also	
use the D6 fairly frequently.	Bus Service
Really hope you get the money you need to maintain service, bypassing the stations with lowest	
ridership is probably the easiest of the service cuts to stomach for me as a rider (and I would imagine	
for many others as well), so if service cuts are needed that should probably be first. Also not sure how effective fare increases would be in saving money bc of the tradeoff between less people riding when	
it's more expensive. Improving frequency/reliability on bus routes and ensuring that fare readers on	
buses are working could also be a big money-saver. I often opt to take a different mode of transit for	
certain trips (i.e. biking, taxi/rideshare, or even a long walk) because buses only come every 30 mins	
(G2, for example). I often take the circulator instead of the 52/54 buses as well to go between	
Columbia Heights and Franklin Park but would happily take the 52/54 if they were slightly more	
frequent/had less bunching issues. I would also say anecdotally, roughly 1/5 of the time I ride the bus I	
don't even have the option to pay because the fare reader doesn't work which I imagine loses a lot of	
revenue. The new fare readers are great though, especially when they're at the back door too.	
Generally WMATA is doing great and hope it receives the funding needed to expand service (especially bus service, train frequency has been super great recently for me though having longer hours would be	
great - both earlier and later), not cut it.	Bus Service
Why were we not able to find any additional information on the changes proposed to the NH-2 Route?	Bus Service
Public transit needs to be free and accessible for the people who need it most? the working class. For	
me, it is currently MORE expensive to take the train to and from work everyday than it is to own a car	
and pay for car insurance. That?s not how it should be! We need a bigger budget for the metro!	Operating Budget, Management and Spending
Please do not increase metro fare , Cost of living is already expensive.	Fares/Fees/Parking
The Glover Park neighborhood already has very limited metro bus access. To eliminate the D2 would	
cut this neighborhood off from public transit completely. Please do not cut this route. The G2 is the only line that serves west Georgetown, including Georgetown University, which has	Bus Service
thousands of students living on or near campus and is the largest private employer in DC. This would	
make commuting much more difficult for me and numerous colleagues.	Bus Service
I depend on the metro stop at Forest Glen station to get to work. Without service, or with slow service	
at this station, I would have to abandon metro as my primary mode of transport to work.	Rail Service
The elimination of bus routes in the Palisades and other far west service areas affects not only high	
school and Georgetown and American Uni students and staff but also elderly long time residents	
without a car. Metrobus service is what keeps me living in vibrant DC vs moving out further in the suburbs or to another large metropolitan city with good public transportation options. Please do not	
ignore the west side of DC. Thank you.	Bus Service
WMATA is vital for the DC region and for our daily lives, and it's sad to see the system struggle because	
of what seems like indifference from our local politicians. It has a direct impact on our quality of life	
and it's one of the best public goods that we enjoy as residents of the DMV. We need a vibrant, strong	
WMATA.	Miscellaneous
Because I work from home now, I have much less need of busses and trains than before. However, I	
have used the trains in the last 30 days, and have taken a bus about 40 days ago, a trip that would have	
have much more comparing by any contine. Withile these are more second that a second contains the second	
been much more expensive by car service. While there are many reasons that people use the system less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to	
less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to	
less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to get me from the Cleveland Park Metro up to Wisconsin Ave where I live, I could have walked home (20-	
less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to get me from the Cleveland Park Metro up to Wisconsin Ave where I live, I could have walked home (20-25 min) and sometimes part of the way back. Cities have too many cars and climate change is necessitating we rethink using them to get around/we need to be increasing public transport options instead of decreasing them. This may require leaning in and dramatically increasing service and value	
less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to get me from the Cleveland Park Metro up to Wisconsin Ave where I live, I could have walked home (20- 25 min) and sometimes part of the way back. Cities have too many cars and climate change is necessitating we rethink using them to get around; we need to be increasing public transport options instead of decreasing them. This may require leaning in and dramatically increasing service and value such that it spurs ridership. Thank you.	Bus Service
less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to get me from the Cleveland Park Metro up to Wisconsin Ave where I live, I could have walked home (20- 25 min) and sometimes part of the way back. Cities have too many cars and climate change is necessitating we rethink using them to get around; we need to be increasing public transport options instead of decreasing them. This may require leaning in and dramatically increasing service and value such that it spurs ridership. Thank you. Public transport is incredibly important to keeping dc a thriving city. Without it the economy will tank.	
less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to get me from the Cleveland Park Metro up to Wisconsin Ave where I live, I could have walked home (20-25 min) and sometimes part of the way back. Cities have too many cars and climate change is necessitating we rethink using them to get around; we need to be increasing public transport options instead of decreasing them. This may require leaning in and dramatically increasing service and value such that it spurs ridership. Thank you. Public transport is incredibly important to keeping dc a thriving city. Without it the economy will tank. Cutting that many bus routes would hamper many, many people on their commute to and from work	Bus Service
less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to get me from the Cleveland Park Metro up to Wisconsin Ave where I live, I could have walked home (20-25 min) and sometimes part of the way back. Cities have too many cars and climate change is necessitating we rethink using them to get aroundy we need to be increasing public transport options instead of decreasing them. This may require leaning in and dramatically increasing service and value such that it spurs ridership. Thank you. Public transport is incredibly important to keeping dc a thriving city. Without it the economy will tank. Cutting that many bus routes would hamper many, many people on their commute to and from work severely and make a long day even longer. Fare increases would be a better option than elimination of	Bus Service Miscellaneous
less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to get me from the Cleveland Park Metro up to Wisconsin Ave where I live, I could have walked home (20- 25 min) and sometimes part of the way back. Cities have too many cars and climate change is necessitating we rethink using them to get around; we need to be increasing public transport options instead of decreasing them. This may require leaning in and dramatically increasing service and value such that it spurs ridership. Thank you. Public transport is incredibly important to keeping dc a thriving city. Without it the economy will tank. Cutting that many bus routes would hamper many, many people on their commute to and from work severely and make a long day even longer. Fare increases would be a better option than elimination of the routes throughout the areas that would be most affected.	Bus Service
less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to get me from the Cleveland Park Metro up to Wisconsin Ave where I live, I could have walked home (20-25 min) and sometimes part of the way back. Cities have too many cars and climate change is necessitating we rethink using them to get aroundy we need to be increasing public transport options instead of decreasing them. This may require leaning in and dramatically increasing service and value such that it spurs ridership. Thank you. Public transport is incredibly important to keeping dc a thriving city. Without it the economy will tank. Cutting that many bus routes would hamper many, many people on their commute to and from work severely and make a long day even longer. Fare increases would be a better option than elimination of	Bus Service Miscellaneous
less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to get me from the Cleveland Park Metro up to Wisconsin Ave where I live, I could have walked home (20-25 min) and sometimes part of the way back. Cities have too many cars and climate change is necessitating we rethink using them to get around; we need to be increasing public transport options instead of decreasing them. This may require leaning in and dramatically increasing service and value such that it spurs ridership. Thank you. Public transport is incredibly important to keeping dc a thriving city. Without it the economy will tank. Cutting that many bus routes would hamper many, many people on their commute to and from work severely and make a long day even longer. Fare increases would be a better option than elimination of the routes throughout the areas that would be most affected.	Bus Service Miscellaneous Bus Service Rail Service Bus Service
less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to get me from the Cleveland Park Metro up to Wisconsin Ave where I live, I could have walked home (20- 25 min) and sometimes part of the way back. Cities have too many cars and climate change is necessitating we rethink using them to get around; we need to be increasing public transport options instead of decreasing them. This may require leaning in and dramatically increasing service and value such that it spurs ridership. Thank you. Public transport is incredibly important to keeping dc a thriving city. Without it the economy will tank. Cutting that many bus routes would hamper many, many people on their commute to and from work severely and make a long day even longer. Fare increases would be a better option than elimination of the routes throughout the areas that would be most affected. Closing the Forest Glen metro station will cause my family to stop using the metro system, which we currently use several days per week. Don?t eliminate or reduce bus route 62/63 between Petworth and Takoma Figure it out. This is the nation's capital, and we simply cannot have such a sub-par experience.	Bus Service Miscellaneous Bus Service Rail Service
less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to get me from the Cleveland Park Metro up to Wisconsin Ave where I live, I could have walked home (20- 25 min) and sometimes part of the way back. Cities have too many cars and climate change is necessitating we rethink using them to get around; we need to be increasing public transport options instead of decreasing them. This may require leaning in and dramatically increasing service and value such that it spurs ridership. Thank you. Public transport is incredibly important to keeping dc a thriving city. Without it the economy will tank. Cutting that many bus routes would hamper many, many people on their commute to and from work severely and make a long day even longer. Fare increases would be a better option than elimination of the rougebout the areas that would be most affected. Closing the Forest Glen metro station will cause my family to stop using the metro system, which we currently use several days per week. Don?t eliminate or reduce bus route 62/63 between Petworth and Takoma Figure it out. This is the nation's capital, and we simply cannot have such a sub-par experience. decreasing service will lead to a downward spiral of ridership. Increase fares if needed, but make it	Bus Service Miscellaneous Bus Service Rail Service Bus Service
less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to get me from the Cleveland Park Metro up to Wisconsin Ave where I live, I could have walked home (20- 25 min) and sometimes part of the way back. Cities have too many cars and climate change is necessitating we rethink using them to get around; we need to be increasing public transport options instead of decreasing them. This may require leaning in and dramatically increasing service and value such that it spurs ridership. Thank you. Public transport is incredibly important to keeping dc a thriving city. Without it the economy will tank. Cutting that many bus routes would hamper many, many people on their commute to and from work severely and make a long day even longer. Fare increases would be a better option than elimination of the routes throughout the areas that would be most affected. Closing the Forest Glen metro station will cause my family to stop using the metro system, which we currently use several days per week. Don?t eliminate or reduce bus route 62/63 between Petworth and Takoma Figure it out. This is the nation's capital, and we simply cannot have such a sub-par experience. decreasing service will lead to a downward spiral of ridership. Increase fares if needed, but make it free/less expensive for low income families. what good is a transportation system that is not available	Bus Service Miscellaneous Bus Service Rail Service Bus Service Miscellaneous
less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to get me from the Cleveland Park Metro up to Wisconsin Ave where I live, I could have walked home (20- 25 min) and sometimes part of the way back. Cities have too many cars and climate change is necessitating we rethink using them to get around; we need to be increasing public transport options instead of decreasing them. This may require leaning in and dramatically increasing service and value such that it spurs ridership. Thank you. Public transport is incredibly important to keeping dc a thriving city. Without it the economy will tank. Cutting that many bus routes would hamper many, many people on their commute to and from work severely and make a long day even longer. Fare increases would be a better option than elimination of the routes throughout the areas that would be most affected. Closing the Forest Glen metro station will cause my family to stop using the metro system, which we currently use several days per week. Don?t eliminate or reduce bus route 62/63 between Petworth and Takoma Figure it out. This is the nation's capital, and we simply cannot have such a sub-par experience. decreasing service will lead to a downward spiral of ridership. increase fares if needed, but make it free/less expensive for low income families. what good is a transportation system that is not available for use?	Bus Service Miscellaneous Bus Service Rail Service Bus Service
less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to get me from the Cleveland Park Metro up to Wisconsin Ave where I live, I could have walked home (20- 25 min) and sometimes part of the way back. Cities have too many cars and climate change is necessitating we rethink using them to get around; we need to be increasing public transport options instead of decreasing them. This may require leaning in and dramatically increasing service and value such that it spurs ridership. Thank you. Public transport is incredibly important to keeping dc a thriving city. Without it the economy will tank. Cutting that many bus routes would hamper many, many people on their commute to and from work severely and make a long day even longer. Fare increases would be a better option than elimination of the routes throughout the areas that would be most affected. Closing the Forest Glen metro station will cause my family to stop using the metro system, which we currently use several days per week. Don?t eliminate or reduce bus route 62/63 between Petworth and Takoma Figure it out. This is the nation's capital, and we simply cannot have such a sub-par experience. decreasing service will lead to a downward spiral of ridership. Increase fares if needed, but make it free/less expensive for low income families. what good is a transportation system that is not available	Bus Service Miscellaneous Bus Service Rail Service Bus Service Miscellaneous
less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to get me from the Cleveland Park Metro up to Wisconsin Ave where I live, I could have walked home (20-25 min) and sometimes part of the way back. Cities have too many cars and climate change is necessitating we rethink using them to get around; we need to be increasing public transport options instead of decreasing them. This may require leaning in and dramatically increasing service and value such that it spurs ridership. Thank you. Public transport is incredibly important to keeping dc a thriving city. Without it the economy will tank. Cutting that many bus routes would hamper many, many people on their commute to and from work severely and make a long day even longer. Fare increases would be a better option than elimination of the routes throughout the areas that would be most affected. Closing the Forest Glen metro station will cause my family to stop using the metro system, which we currently use several days per week. Don?t eliminate or reduce bus route 62/63 between Petworth and Takoma Figure it out. This is the nation's capital, and we simply cannot have such a sub-par experience. decreasing service will lead to a downward spiral of ridership. increase fares if needed, but make it free/less expensive for low income families. what good is a transportation system that is not available for use? These are significant cuts, especially to bus routes where metro rail is not available. The city can?t	Bus Service Miscellaneous Bus Service Rail Service Bus Service Miscellaneous
less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to get me from the Cleveland Park Metro up to Wisconsin Ave where I live, I could have walked home (20- 25 min) and sometimes part of the way back. Cities have too many cars and climate change is necessitating we rethink using them to get around; we need to be increasing public transport options instead of decreasing them. This may require leaning in and dramatically increasing service and value such that it spurs ridership. Thank you. Public transport is incredibly important to keeping dc a thriving city. Without it the economy will tank. Cutting that many bus routes would hamper many, many people on their commute to and from work severely and make a long day even longer. Fare increases would be a better option than elimination of the rougebut the areas that would be most affected. Closing the Forest Glen metro station will cause my family to stop using the metro system, which we currently use several days per week. Don't eliminate or reduce bus route 62/63 between Petworth and Takoma Figure it out. This is the nation's capital, and we simply cannot have such a sub-par experience. decreasing service will lead to a downward spiral of ridership. Increase fares if needed, but make it free/less expensive for low income families. what good is a transportation system that is not available for use? These are significant cuts, especially to bus routes where metro rail is not available. The city can?t sustain itself where it both disincentivizes/punishes drivers and doesn?t make bus routes available. A	Bus Service Miscellaneous Bus Service Rail Service Bus Service Miscellaneous
less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to get me from the Cleveland Park Metro up to Wisconsin Ave where I live, I could have walked home (20- 25 min) and sometimes part of the way back. Cities have too many cars and climate change is necessitating we rethink using them to get around; we need to be increasing public transport options instead of decreasing them. This may require leaning in and dramatically increasing service and value such that it spurs ridership. Thank you. Public transport is incredibly important to keeping dc a thriving city. Without it the economy will tank. Cutting that many bus routes would hamper many, many people on their commute to and from work severely and make a long day even longer. Fare increases would be a better option than elimination of the rougebut the areas that would be most affected. Closing the Forest Glen metro station will cause my family to stop using the metro system, which we currently use several days per week. Don?t eliminate or reduce bus route 62/63 between Petworth and Takoma Figure it out. This is the nation's capital, and we simply cannot have such a sub-par experience. decreasing service will lead to a downward spiral of ridership. increase fares if needed, but make it free/less expensive for low income families. what good is a transportation system that is not available for use? These are significant cuts, especially to bus routes where metro rail is not available. The city can?t sustain itself where it both disincentivizes/punishes drivers and doesn?t make bus routes available. A consequence of these significant proposal will more people moving out of the city resulting in a decrease to property tax revenue. Increase fares if you must but please salvage these routes, especially D2, D6, and the full 33 route.	Bus Service Miscellaneous Bus Service Rail Service Bus Service Miscellaneous
less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to get me from the Cleveland Park Metro up to Wisconsin Ave where I live, I could have walked home (20- 25 min) and sometimes part of the way back. Cities have too many cars and climate change is necessitating we rethink using them to get around; we need to be increasing public transport options instead of decreasing them. This may require leaning in and dramatically increasing service and value such that it spurs ridership. Thank you. Public transport is incredibly important to keeping dc a thriving city. Without it the economy will takk. Cutting that many bus routes would hamper many, many people on their commute to and from work severely and make a long day even longer. Fare increases would be a better option than elimination of the routes throughout the areas that would be most affected. Closing the Forest Gien metro station will cause my family to stop using the metro system, which we currently use several days per week. Don?t eliminate or reduce bus route 62/63 between Petworth and Takoma Figure it out. This is the nation's capital, and we simply cannot have such a sub-par experience. decreasing service will lead to a downward spiral of ridership. Increase fares if needed, but make it free/less expensive for low income families. what good is a transportation system that is not available for use? These are significant cuts, especially to bus routes where metro rail is not available. The city can?t sustain itself where it both disincentivizes/punishes drivers and doesn?t make bus routes available. A consequence of these significant proposal will more people moving out of the city resulting in a decrease to property tax revenue. Increase fares if you must but please salvage these routes, especially bow are people who work night/overnight shifts supposed to get to/from work if you close stations at	Bus Service Miscellaneous Bus Service Bus Service Bus Service Fares/Fees/Parking Bus Service
less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to get me from the Cleveland Park Metro up to Wisconsin Ave where I live, I could have walked home (20- 25 min) and sometimes part of the way back. Cities have too many cars and climate change is necessitating we rethink using them to get around; we need to be increasing public transport options instead of decreasing them. This may require leaning in and dramatically increasing service and value such that it spurs ridership. Thank you. Public transport is incredibly important to keeping dc a thriving city. Without it the economy will tank. Cutting that many bus routes would hamper many, many people on their commute to and from work severely and make a long day even longer. Fare increases would be a better option than elimination of the routes throughout the areas that would be most affected. Closing the Forest Glen metro station will cause my family to stop using the metro system, which we currently use several days per week. Don't eliminate or reduce bus route 62/63 between Petworth and Takoma Figure it out. This is the nation's capital, and we simply cannot have such a sub-par experience. decreasing service will lead to a downward spiral of ridership. Increase fares if needed, but make it free/less expensive for low income families. what good is a transportation system that is not available for use? These are significant cuts, especially to bus routes where metro rail is not available. The city can?t sustain itself where it both disincentivizes/punishes drivers and doesn?t make bus routes available. A consequence of these significant proposal will more people moving out of the city resulting in a decrease to property tax revenue. Increase fares if you must but please salvage these routes, especially D2, D6, and the full 33 route.	Bus Service Miscellaneous Bus Service Rail Service Bus Service Miscellaneous Fares/Fees/Parking
less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to get me from the Cleveland Park Metro up to Wisconsin Ave where I live, I could have walked home (20- 25 min) and sometimes part of the way back. Cities have too many cars and climate change is necessitating we rethink using them to get around; we need to be increasing public transport options instead of decreasing them. This may require leaning in and dramatically increasing service and value such that it spurs ridership. Thank you. Public transport is incredibly important to keeping dc a thriving city. Without it the economy will tank. Cutting that many bus routes would hamper many, many people on their commute to and from work severely and make a long day even longer. Fare increases would be a better option than elimination of the routes throughout the areas that would be most affected. Closing the Forest Glen metro station will cause my family to stop using the metro system, which we currently use several days per week. Don?t eliminate or reduce bus route 62/63 between Petworth and Takoma Figure it out. This is the nation's capital, and we simply cannot have such a sub-par experience. decreasing service will lead to a downward spiral of ridership. Increase fares if needed, but make it free/less expensive for low income families. what good is a transportation system that is not available for use? These are significant cuts, especially to bus routes where metro rail is not available. The city can?t sustain itself where it both disincentivizes/punishes drivers and doesn?t make bus routes, especially D2, D6, and the full 33 route. Increase fares if you must but please salvage these routes, especially D2, D6, and the full 33 route.	Bus Service Miscellaneous Bus Service Rail Service Bus Service Miscellaneous Fares/Fees/Parking Bus Service Rail Service
less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to get me from the Cleveland Park Metro up to Wisconsin Ave where I live, I could have walked home (20- 25 min) and sometimes part of the way back. Cities have too many cars and climate change is necessitating we rethink using them to get around; we need to be increasing public transport options instead of decreasing them. This may require leaning in and dramatically increasing service and value such that it spurs ridership. Thank you. Public transport is incredibly important to keeping dc a thriving city. Without it the economy will tank. Cutting that many bus routes would hamper many, many people on their commute to and from work severely and make a long day even longer. Fare increases would be a better option than elimination of the routes throughout the areas that would be most affected. Closing the Forest Glen metro station will cause my family to stop using the metro system, which we currently use several days per week. Don?t eliminate or reduce bus route 62/63 between Petworth and Takoma Figure it out. This is the nation's capital, and we simply cannot have such a sub-par experience. decreasing service will lead to a downward spiral of ridership. Increase fares if needed, but make it free/less expensive for low income families. what good is a transportation system that is not available for use? These are significant cuts, especially to bus routes where metror all is not available. The city can?t sustain itself where it both disincentivizes/punishes drivers and doesn?t make bus routes available. A consequence of these significant proposal will more people moving out of the city resulting in a decrease to property tax revenue. Increase fares if you must but please salvage these routes, especially D2, D6, and the full 33 route. Now are people who work night/overnight shifts supposed to get to/from work if you close stations at 10pm? this will make drunk driving incidents worse and kill DC nightlife. Ke	Bus Service Miscellaneous Bus Service Bus Service Bus Service Fares/Fees/Parking Bus Service
less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to get me from the Cleveland Park Metro up to Wisconsin Ave where I live, I could have walked home (20- 25 min) and sometimes part of the way back. Cities have too many cars and climate change is necessitating we rethink using them to get around; we need to be increasing public transport options instead of decreasing them. This may require leaning in and dramatically increasing service and value such that it spurs ridership. Thank you. Public transport is incredibly important to keeping dc a thriving city. Without it the economy will tank. Cutting that many bus routes would hamper many, many people on their commute to and from work severely and make a long day even longer. Fare increases would be a better option than elimination of the routes throughout the areas that would be most affected. Closing the Forest Glen metro station will cause my family to stop using the metro system, which we currently use several days per week. Don't eliminate or reduce bus route 62/63 between Petworth and Takoma Figure it out. This is the nation's capital, and we simply cannot have such a sub-par experience. decreasing service will lead to a downward spiral of ridership. Increase fares if needed, but make it free/less expensive for low income families. what good is a transportation system that is not available. A consequence of these significant proposal will more people moving out of the city. resulting in a decrease to property tax revenue. Increase fares if you must but please salvage these routes, especially 02, D6, and the full 33 route. Now are people who work night/overnight shifts supposed to get to/from work if you close stations at 10pm? this will make drunk driving incidents worse and kill DC nightlife.	Bus Service Miscellaneous Bus Service Rail Service Bus Service Miscellaneous Fares/Fees/Parking Bus Service Rail Service
less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to get me from the Cleveland Park Metro up to Wisconsin Ave where I live, I could have walked home (20- 25 min) and sometimes part of the way back. Cities have too many cars and climate change is necessitating we rethink using them to get around; we need to be increasing public transport options instead of decreasing them. This may require leaning in and dramatically increasing service and value such that it spurs ridership. Thank you. Public transport is incredibly important to keeping dc a thriving city. Without it the economy will tank. Cutting that many bus routes would hamper many, many people on their commute to and from work severely and make a long day even longer. Fare increases would be a better option than elimination of the routes throughout the areas that would be most affected. Closing the Forest Glen metro station will cause my family to stop using the metro system, which we currently use several days per week. Don?t eliminate or reduce bus route 62/63 between Petworth and Takoma Figure it out. This is the nation's capital, and we simply cannot have such a sub-par experience. decreasing service will lead to a downward spiral of ridership. Increase fares if needed, but make it free/less expensive for low income families. what good is a transportation system that is not available for use? These are significant cuts, especially to bus routes where metro rail is not available. The city can?t sustain itself where it both disincentivizes/punishes drivers and doesn?t make bus routes, especially D2, D6, and the full 33 route. Increase fares if you must but please salvage these routes, especially D2, D6, and the full 33 route. Now are people who work night/overnight shifts supposed to get to/from work if you close stations at 10pm? this will make drunk driving incidents worse and kill DC nightlife.	Bus Service Miscellaneous Bus Service Rail Service Bus Service Miscellaneous Fares/Fees/Parking Bus Service Rail Service
less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to get me from the Cleveland Park Metro up to Wisconsin Ave where I live, I could have walked home (20-25 min) and sometimes part of the way back. Cities have too many cars and climate change is necessitating we rethink using them to get around; we need to be increasing public transport options instead of decreasing them. This may require leaning in and dramatically increasing service and value such that it spurs ridership. Thank you. Public transport is incredibly important to keeping dc a thriving city. Without it the economy will tank. Cutting that many bus routes would hamper many, many people on their commute to and from work severely and make a long day even longer. Fare increases would be a better option than elimination of the roues throughout the areas that would be most affected. Closing the Forest Glen metro station will cause my family to stop using the metro system, which we currently use several days per week. Don?t eliminate or reduce bus route 62/63 between Petworth and Takoma Figure it out. This is the nation's capital, and we simply cannot have such a sub-par experience. decreasing service will lead to a downward spiral of ridership. increase fares if needed, but make it free/less expensive for low income families. what good is a transportation system that is not available for use? These are significant cuts, especially to bus routes where metro rall is not available. The city can?t sustain itself where it both disincentivizes/punishes drivers and doesn't make bus routes available. A consequence of these significant proposal will more people moving out of the city resulting in a decrease to property tax revenue. Increase fares if you must but please salvage these routes, especially D2, D6, and the full 33 route. More mean fill DC nightlife. Keep all stations open. I use the Forest Glen station regularly. It also serves the Holy Cross patients and staff. I have just moved to N2, N4, N6 area	Bus Service Miscellaneous Bus Service Rail Service Bus Service Miscellaneous Fares/Fees/Parking Bus Service Rail Service
less than before, one of them is the poor service. For instance, in the time it takes to wait for a bus to get me from the Cleveland Park Metro up to Wisconsin Ave where I live, I could have walked home (20- 25 min) and sometimes part of the way back. Cities have too many cars and climate change is necessitating we rethink using them to get around; we need to be increasing public transport options instead of decreasing them. This may require leaning in and dramatically increasing service and value such that it spurs ridership. Thank you. Public transport is incredibly important to keeping de a thriving city. Without it the economy will tank. Cutting that many bus routes would hamper many, many people on their commute to and from work severely and make a long day even longer. Fare increases would be a better option than elimination of the routes throughout the areas that would be most affected. Closing the Forest Glen metro station will cause my family to stop using the metro system, which we currently use several days per week. Don?t eliminate or reduce bus route 62/63 between Petworth and Takoma Figure it out. This is the nation's capital, and we simply cannot have such a sub-par experience. decreasing service will lead to a downward spiral of ridership. Increase fares if needed, but make it free/less expensive for low income families. what good is a transportation system that is not available for use? These are significant cuts, especially to bus routes where metro rail is not available. The city can?t sustain itself where it both disincentivizes/punishes drivers and doesn?t make bus routes available. A consequence of these significant proposal will more people moving out of the city resulting in a decrease to property tax revenue. Increase fares if you must but please salvage these routes, especially D2, D6, and the full 33 route. How are people who work night/overnight shifts supposed to get to/from work if you close stations at 10pm? this will make drunk driving incidents worse and kill DC nightlife. Ke	Bus Service Miscellaneous Bus Service Rail Service Bus Service Miscellaneous Fares/Fees/Parking Bus Service Rail Service

Commont	Calescom.
Comment The answer should be neither fare cuts nor service cuts, but increased funding from the jurisdictions	Category
involved.	Bus Service
I can understand the delays because of so much construction throughout the city but some of this lines	
like the G2 are needed in my community.	Bus Service
T2 is vitally important to me and to neighborhoods in Maryland. Without that bus line we will be cut	
off from public transportation. The T2 allows us to connect with Metro Rail. I don't know what we'll do without the T2	Bus Son iso
Please do not remove D2 and D6.	Bus Service Bus Service
People make choices about purchasing their homes based on proximity to a Metro location- closing	
stations would be exceptionally detrimental to people who count on using the Metro for work.	Rail Service
More trains more busses more rail repair more station repair.	Bus Service
Please do not close Metro stations; neighborhoods and communities rely on these stations for a variety	
of reasons and there are plans to encourage construction at these stations in an effort to reduce	
vehicular traffic. Forest Glen metro station is essential to keep open and maintain regular service to. It?s a critical part of	Rail Service
Maryland suburbs. Making it harder for riders to use metro by decreasing rush hour car frequency ans	
closing stations like Forest Glen will only hurt metros bottom line and create more car traffic. It also	
directly contradicts the mandates of the federal government for employees to return to more in person	
work especially in downtown DC.	Bus Service
Increasing fares, decreasing frequency is much more preferable to closing Metro rail stations.	Bus Service
Please stop trying to cut services and increase prices. Metro should be free and people need to take the	
train to get to various appointments and work cutting services makes it harder for everyone to get to	
where they need to go and creates unnecessary anxiety and worry for many people. Do better help the	Pail Convice
customers and keep the metro cheap and accessible! Keeping WMATA well funded should be a no brainer for our local politicians, yet here we are. A vital	Rail Service
service that has a positive impact on all of our daily lives, not only for riders but for non riders as well.	
We are a 1-car household thanks to the Red Line, its functioning has a direct correlation with my	
family's quality of life.	Rail Service
Please do not eliminate G2 route as that?s the only way I can get to campus.	Bus Service
Service cuts almost always precede a 'transit death spiral'; and, to repeat, the 2 airports MWAA	
manages (IAD, DCA) see a combined 50 million passengers as of 2023. Why not push for an additional \$15 user fee which would immediately close the \$750M gap, and if not, lobby the FAA / Congress to	
allow for such transit-supporting fees? Unlike a gasoline tax, since air travel isn?t going away anytime	
soon, such user fees are future-proof.	Bus Service
Please don't close stations! We walk to the Forest Glen Station to commute downtown and bought our	
house in this neighborhood 30 years ago specifically so we could walk to Metro.	Rail Service
The proposal to stop the service of D6 and D2, the only public transport available in Georgetown is	
suicidal for the countless residents who will be affected by the stoppage of that service. Please do NOT	
stop the service of D6 and D2. There are no metro rail in Georgetown. Without D6 and D2 residents'	
legs will be chopped, literally! I need the G2	Rail Service Bus Service
Please retain 26 weekend service. It is the only bus service on Galway and Calverton blvd. I am a senior	Bus service
citizen and rely on metro bus to go to Silver spring to my part time job on weekends. Uber is expensive.	Bus Service
please don't cut services; please tax more or charge more. thanks.	Service Levels
Please do not close any stations, I'd rather pay more. I bought a house to be close to a metro station	
and my work like is built around it. Don't wreck it please!	Rail Service
This is irrelevant. Punish the people that jump the fare gates and suddenly you will have the money you	
need. Weak leadership. Keep service high and charge for it.	Fares/Fees/Parking Service Levels
I think it?s incredibly ridiculous that metro could consider reducing service when bus routes and metro	
rail is currently never on time and out of service	Bus Service
Service is already very bad and mobility is so hard. I use the bus for work, for getting to medical	
appointments, and when I?m going out at night to avoid drinking and driving. I depend on the bus to	
get around the district and while it is far from perfect, it would negatively impact my quality of life as	
well as others who use and depend on these services. Those who work rely on Forest Glen station for their commutes. Pls do not close the station. On a	Bus Service
separate note, those who drink socially rely on Metro to to get them home safely and keep those who	
have been at a bar downtown from being on the roads. This is a community safety issue.	Fare Evasion/Safety/Crime
Please retain Z6 weekend service. I need it to go to work. I don?t drive and Uber is too expensive. If you	
have to raise the fare that would be better than cut service altogether.	Fares/Fees/Parking
I wish I knew the answer. But somehow we have to keep Metro running. This area is so dependent on	
Metro for so many reasons.	Rail Service
I rely on the G2 bus daily to commute from home to work at Georgetown University. I have no other choice.	Bus Service
Please keep z6 bus on weekend. Do not cut service. It is the only bus to go to metro station on from	
cherry hill road and broadbirch drive	Bus Service
· · · · · · · · · · · · · · · · · · ·	
Metro bus and rail are my primary modes of transportation. I do not own a car, so I am dependent on	
Metro bus and rail are my primary modes of transportation. I do not own a car, so I am dependent on reliable and frequent service. Some of the proposed service cuts would impact rush hour buses, which	
Metro bus and rail are my primary modes of transportation. I do not own a car, so I am dependent on reliable and frequent service. Some of the proposed service cuts would impact rush hour buses, which are already overcrowded. I expect that Cutting frequency to eg the S2 bus would make the situation	
Metro bus and rail are my primary modes of transportation. I do not own a car, so I am dependent on reliable and frequent service. Some of the proposed service cuts would impact rush hour buses, which are already overcrowded. I expect that Cutting frequency to eg the S2 bus would make the situation untenable. I appreciate the terrible budgeting situation that Metro is in right now. I hope that Metro	Operating Budget Monogement and Goording
Metro bus and rail are my primary modes of transportation. I do not own a car, so I am dependent on reliable and frequent service. Some of the proposed service cuts would impact rush hour buses, which are already overcrowded. I expect that Cutting frequency to eg the S2 bus would make the situation untenable. I appreciate the terrible budgeting situation that Metro is in right now. I hope that Metro can use this feedback to advocate for more state funding through taxes and fees on personal vehicles.	Operating Budget, Management and Spending
Metro bus and rail are my primary modes of transportation. I do not own a car, so I am dependent on reliable and frequent service. Some of the proposed service cuts would impact rush hour buses, which are already overcrowded. I expect that Cutting frequency to eg the S2 bus would make the situation untenable. I appreciate the terrible budgeting situation that Metro is in right now. I hope that Metro can use this feedback to advocate for more state funding through taxes and fees on personal vehicles. Closing Forest Glen Station would reduce my use of Metro to go into DC for dinner or events, since it is	
Metro bus and rail are my primary modes of transportation. I do not own a car, so I am dependent on reliable and frequent service. Some of the proposed service cuts would impact rush hour buses, which are already overcrowded. I expect that Cutting frequency to eg the S2 bus would make the situation untenable. I appreciate the terrible budgeting situation that Metro is in right now. I hope that Metro can use this feedback to advocate for more state funding through taxes and fees on personal vehicles.	Operating Budget, Management and Spending Rail Service
Metro bus and rail are my primary modes of transportation. I do not own a car, so I am dependent on reliable and frequent service. Some of the proposed service cuts would impact rush hour buses, which are already overcrowded. I expect that Cutting frequency to eg the 52 bus would make the situation untenable. I appreciate the terrible budgeting situation that Metro is in right now. I hope that Metro can use this feedback to advocate for more state funding through taxes and fees on personal vehicles. Closing Forest Glen Station would reduce my use of Metro to go into DC for dinner or events, since it is convenient to park there. Please take the MAJORITY of the \$750 million from the 2.6 billion capital improvement. Please stop all raises and promotions for management and executives ONLY. If customers have to suffer for 2025	
Metro bus and rail are my primary modes of transportation. I do not own a car, so I am dependent on reliable and frequent service. Some of the proposed service cuts would impact rush hour buses, which are already overcrowded. I expect that Cutting frequency to eg the S2 bus would make the situation untenable. I appreciate the terrible budgeting situation that Metro is in right now. I hope that Metro can use this feedback to advocate for more state funding through taxes and fees on personal vehicles. Closing Forest Gien Station would reduce my use of Metro to go into DC for dinner or events, since it is convenient to park there. Please take the MAJORITY of the \$750 million from the 2.6 billion capital improvement. Please stop all raises and promotions for management and executives ONLY. If customers have to suffer for 2025 budget, employees must as well. So consider reducing some of the benefits that are least used or least	
Metro bus and rail are my primary modes of transportation. I do not own a car, so I am dependent on reliable and frequent service. Some of the proposed service cuts would impact rush hour buses, which are already overcrowded. I expect that Cutting frequency to eg the 52 bus would make the situation untenable. I appreciate the terrible budgeting situation that Metro is in right now. I hope that Metro can use this feedback to advocate for more state funding through taxes and fees on personal vehicles. Closing Forest Gien Station would reduce my use of Metro to go into DC for dinner or events, since it is convenient to park there. Please take the MAJORITY of the \$750 million from the 2.6 billion capital improvement. Please stop all raises and promotions for management and executives ONLY. If customers have to suffer for 2025 budget, employees must as well. So consider reducing some of the benefits that are least used or least liked by employees and/or cost the most or in the middle where costs are concerned. AND close	
Metro bus and rail are my primary modes of transportation. I do not own a car, so I am dependent on reliable and frequent service. Some of the proposed service cuts would impact rush hour buses, which are already overcrowded. I expect that Cutting frequency to eg the 52 bus would make the situation untenable. I appreciate the terrible budgeting situation that Metro is in right now. I hope that Metro can use this feedback to advocate for more state funding through taxes and fees on personal vehicles. Closing Forest Glen Station would reduce my use of Metro to go into DC for dinner or events, since it is convenient to park there. Please take the MAJORITY of the \$750 million from the 2.6 billion capital improvement. Please stop all raises and promotions for management and executives ONLY. If customers have to suffer for 2025 budget, employees must as well. So consider reducing some of the benefits that are least used or least liked by employees and/or cost the most or in the middle where costs are concerned. AND close some.departments down that are least used or are redundant. FINALLY, reduce fare evasion even	Rail Service
Metro bus and rail are my primary modes of transportation. I do not own a car, so I am dependent on reliable and frequent service. Some of the proposed service cuts would impact rush hour buses, which are already overcrowded. I expect that Cutting frequency to eg the 52 bus would make the situation untenable. I appreciate the terrible budgeting situation that Metro is in right now. I hope that Metro can use this feedback to advocate for more state funding through taxes and fees on personal vehicles. Closing Forest Glen Station would reduce my use of Metro to go into DC for dinner or events, since it is convenient to park there. Please take the MAJORITY of the \$750 million from the 2.6 billion capital improvement. Please stop all raises and promotions for management and executives ONLY. If customers have to suffer for 2025 budget, employees must as well. So consider reducing some of the benefits that are least used or least liked by employees and/or cost the most or in the middle where costs are.concerned. AND close some.departments down that are least used or are redundant. FINALLY, reduce fare evasion even more! Thank you!	Rail Service Operating Budget, Management and Spending
Metro bus and rail are my primary modes of transportation. I do not own a car, so I am dependent on reliable and frequent service. Some of the proposed service cuts would impact rush hour buses, which are already overcrowded. I expect that Cutting frequency to eg the 52 bus would make the situation untenable. I appreciate the terrible budgeting situation that Metro is in right now. I hope that Metro can use this feedback to advocate for more state funding through taxes and fees on personal vehicles. Closing Forest Glen Station would reduce my use of Metro to go into DC for dinner or events, since it is convenient to park there. Please take the MAJORITY of the \$750 million from the 2.6 billion capital improvement. Please stop all raises and promotions for management and executives ONLY. If customers have to suffer for 2025 budget, employees must as well. So consider reducing some of the benefits that are least used or least liked by employees and/or cost the most or in the middle where costs are concerned. AND close some.departments down that are least used or are redundant. FINALLY, reduce fare evasion even	Rail Service
Metro bus and rail are my primary modes of transportation. I do not own a car, so I am dependent on reliable and frequent service. Some of the proposed service cuts would impact rush hour buses, which are already overcrowded. I expect that Cutting frequency to eg the S2 bus would make the situation untenable. I appreciate the terrible budgeting situation that Metro is in right now. I hope that Metro can use this feedback to advocate for more state funding through taxes and fees on personal vehicles. Closing Forest Glen Station would reduce my use of Metro to go into DC for dinner or events, since it is convenient to park there. Please take the MAJORITY of the \$750 million from the 2.6 billion capital improvement. Please stop all raises and promotions for management and executives ONLY. If customers have to suffer for 2025 budget, employees must as well. So consider reducing some of the benefits that are least used or least liked by employees and/or cost the most or in the middle where costs are.concerned. AND close some.departments down that are least used or are redundant. FINALLY, reduce fare evasion even more! Thank you! Please keep the 33 and 31 bus routes. Thank you!	Rail Service Operating Budget, Management and Spending
Metro bus and rail are my primary modes of transportation. I do not own a car, so I am dependent on reliable and frequent service. Some of the proposed service cuts would impact rush hour buses, which are already overcrowded. I expect that Cutting frequency to eg the 52 bus would make the situation untenable. I appreciate the terrible budgeting situation that Metro is in right now. I hope that Metro can use this feedback to advocate for more state funding through taxes and fees on personal vehicles. Closing Forest Glen Station would reduce my use of Metro to go into DC for dinner or events, since it is convenient to park there. Please take the MAJORITY of the \$750 million from the 2.6 billion capital improvement. Please stop all raises and promotions for management and executives ONLY. If customers have to suffer for 2025 budget, employees must as well. So consider reducing some of the benefits that are least used or least liked by employees and/or cost the most or in the middle where costs are.concerned. AND close some.departments down that are least used or are redundant. FINALLY, reduce fare evasion even more! Thank you! Please keep the 33 and 31 bus routes. Thank you! Access to WMATA public transits in anny times the only transit option available to many in the DMV. No cuts will be acceptable. Don?t get rid of the buses! Yoy are being so short sighted!	Rail Service Operating Budget, Management and Spending Bus Service
Metro bus and rail are my primary modes of transportation. I do not own a car, so I am dependent on reliable and frequent service. Some of the proposed service cuts would impact rush hour buses, which are already overcrowded. I expect that Cutting frequency to eg the 52 bus would make the situation untenable. I appreciate the terrible budgeting situation that Metro is in right now. I hope that Metro can use this feedback to advocate for more state funding through taxes and fees on personal vehicles. Closing Forest Gien Station would reduce my use of Metro to go into DC for dinner or events, since it is convenient to park there. Please take the MAJORITY of the \$750 million from the 2.6 billion capital improvement. Please stop all raises and promotions for management and executives ONLY. If customers have to suffer for 2025 budget, employees must as well. So consider reducing some of the benefits that are least used or least liked by employees and/or cost the most or in the middle where costs are concerned. AND close some.departments down that are least used or are redundant. FINALLY, reduce fare evasion even more! Thank you! Please keep the 33 and 31 bus routes. Thank you! Please keep the 33 and 31 bus routes. Thank you! Don?t get rid of the buses! Yoy are being so short sighted! My station available to many in the DMV. No cuts will be acceptable.	Rail Service Operating Budget, Management and Spending Bus Service MetroAccess
Metro bus and rail are my primary modes of transportation. I do not own a car, so I am dependent on reliable and frequent service. Some of the proposed service cuts would impact rush hour buses, which are already overcrowded. I expect that Cutting frequency to eg the S2 bus would make the situation untenable. I appreciate the terrible budgeting situation that Metro is in right now. I hope that Metro can use this feedback to advocate for more state funding through taxes and fees on personal vehicles. Closing Forest Glen Station would reduce my use of Metro to go into DC for dinner or events, since it is convenient to park there. Please take the MAJORITY of the \$750 million from the 2.6 billion capital improvement. Please stop all raises and promotions for management and executives ONLY. If customers have to suffer for 2025 budget, employees must as well. So consider reducing some of the benefits that are least used or least liked by employees and/or cost the most or in the middle where costs are.concerned. AND close some.departments down that are least used or are redundant. FINALLY, reduce fare evasion even more! Thank you! Please keep the 33 and 31 bus routes. Thank you! David and 31 bus routes. Thank you! David and 31 bus routes. Thank you! David for down and 31 bus routes. Thank you will be acceptable. Don?t get rid of the buse! Yoy are being so short sighted! My station is Forest Glen. I?ve really appreciated having every train go all the way to Glenmont, but if the choice was turn around at Silver Spring for some trains or close the station, I?d choose the	Rail Service Operating Budget, Management and Spending Bus Service MetroAccess Bus Service
Metro bus and rail are my primary modes of transportation. I do not own a car, so I am dependent on reliable and frequent service. Some of the proposed service cuts would impact rush hour buses, which are already overcrowded. I expect that Cutting frequency to eg the 52 bus would make the situation untenable. I appreciate the terrible budgeting situation that Metro is in right now. I hope that Metro can use this feedback to advocate for more state funding through taxes and fees on personal vehicles. Closing Forest Glen Station would reduce my use of Metro to go into DC for dinner or events, since it is convenient to park there. Please take the MAJORITY of the \$750 million from the 2.6 billion capital improvement. Please stop all raises and promotions for management and executives ONLY. If customers have to suffer for 2025 budget, employees must as well. So consider reducing some of the benefits that are least used or least liked by employees must as well. So consider reducing some of the sare. NAND close some departments down that are least used or ra re redundant. FINALLY, reduce fare evasion even more! Thank you! Please keep the 33 and 31 bus routes. Thank you! Access to WMATA public transit is many times the only transit option available to many in the DMV. No cuts will be acceptable. Don?t get rid of the buses! Yoy are being so short sighted! My station is Forest Glen. I?ve really appreciated having every train go all the way to Glenmont, but if the choice was turn around at Silver Spring for some trains or close the station, I?d choose the turnaround, of course.	Rail Service Operating Budget, Management and Spending Bus Service MetroAccess
Metro bus and rail are my primary modes of transportation. I do not own a car, so I am dependent on reliable and frequent service. Some of the proposed service cuts would impact rush hour buses, which are already overcrowded. I expect that Cutting frequency to eg the 52 bus would make the situation untenable. I appreciate the terrible budgeting situation that Metro is in right now. I hope that Metro can use this feedback to advocate for more state funding through taxes and fees on personal vehicles. Closing Forest Glen Station would reduce my use of Metro to go into DC for dinner or events, since it is convenient to park there. Please take the MAJORITY of the \$750 million from the 2.6 billion capital improvement. Please stop all raises and promotions for management and executives ONLY. If customers have to suffer for 2025 budget, employees must as well. So consider reducing some of the benefits that are least used or least liked by employees and/or cost the most or in the middle where costs are.concerned. AND close some.departments down that are least used or are redundant. FINALLY, reduce fare evasion even more! Thank you! Please keep the 33 and 31 bus routes. Thank you! Please keep the 33 and 31 bus routes. Thank you! Access to WMATA public transit is many times the only transit option available to many in the DMV. No cuts will be acceptable. Don?t get rid of the buse! Yoy are being so short sighted! My station is Forest Glen. I?ve really appreciated having every train go all the way to Glenmont, but if the choice was turn around at Silver Spring for some trains or close the stion, I?d choose the turnaround, of course. Please don't cut z6. I need z6 from Fairland Road and Galway to ride to Silver Spring tog to work on the solver Spring tog to work on the solver Spring tog to work on the solver Spring tog to towner on the solver Spring tog to work on the solver Spring tog to work on the solver Spring tog to solver the tare solver Spring tog to work on the solver Spring tog to work on the solver Spring tog to w	Rail Service Operating Budget, Management and Spending Bus Service MetroAccess Bus Service Rail Service Rail Service
Metro bus and rail are my primary modes of transportation. I do not own a car, so I am dependent on reliable and frequent service. Some of the proposed service cuts would impact rush hour buses, which are already overcrowded. I expect that Cutting frequency to eg the 52 bus would make the situation untenable. I appreciate the terrible budgeting situation that Metro is in right now. I hope that Metro can use this feedback to advocate for more state funding through taxes and fees on personal vehicles. Closing Forest Glen Station would reduce my use of Metro to go into DC for dinner or events, since it is convenient to park there. Please take the MAJORITY of the \$750 million from the 2.6 billion capital improvement. Please stop all raises and promotions for management and executives ONLY. If customers have to suffer for 2025 budget, employees must as well. So consider reducing some of the benefits that are least used or least liked by employees the 33 and 31 bus routes. Thank you! Please keep the 33 and 31 bus routes. Thank you! Please to WMATA public transit is many times the only transit option available to many in the DMV. No cuts will be acceptable. Don?t get rid of the buse! Yoy are being so short sighted! My station is Forest Glen. I?ve really appreciated having every train go all the way to Glenmont, but if the choice was turn around at Silver Spring for some trains or close the station, I?d choose the turnaround, of course.	Rail Service Operating Budget, Management and Spending Bus Service MetroAccess Bus Service
Metro bus and rail are my primary modes of transportation. I do not own a car, so I am dependent on reliable and frequent service. Some of the proposed service cuts would impact rush hour buses, which are already overcrowded. I expect that Cutting frequency to eg the 52 bus would make the situation untenable. I appreciate the terrible budgeting situation that Metro is in right now. I hope that Metro can use this feedback to advocate for more state funding through taxes and fees on personal vehicles. Closing Forest Glen Station would reduce my use of Metro to go into DC for dinner or events, since it is convenient to park there. Please take the MAJORITY of the \$750 million from the 2.6 billion capital improvement. Please stop all raises and promotions for management and executives ONLY. If customers have to suffer for 2025 budget, employees must as well. So consider reducing some of the benefits that are least used or least liked by employees and/or cost the most or in the middle where costs are.concerned. AND close some.departments down that are least used or are redundant. FINALLY, reduce fare evasion even more! Thank you! Please keep the 33 and 31 bus routes. Thank you! Please keep the 33 and 31 bus routes. Thank you! Access to WMATA public transit is many times the only transit option available to many in the DMV. No cuts will be acceptable. Don?t get rid of the buse! Yoy are being so short sighted! My station is Forest Glen. I?ve really appreciated having every train go all the way to Glenmont, but if the choice was turn around at Silver Spring for some trains or close the stion, I?d choose the turnaround, of course. Please don't cut z6. I need z6 from Fairland Road and Galway to ride to Silver Spring tog to work on the solver Spring tog to work on the solve Spring tog to work on the sol	Rail Service Operating Budget, Management and Spending Bus Service MetroAccess Bus Service Rail Service Rail Service
Metro bus and rail are my primary modes of transportation. I do not own a car, so I am dependent on reliable and frequent service. Some of the proposed service cuts would impact rush hour buses, which are already overcrowded. I expect that Cutting frequency to eg the 52 bus would make the situation untenable. I appreciate the terrible budgeting situation that Metro is in right now. I hope that Metro can use this feedback to advocate for more state funding through taxes and fees on personal vehicles. Closing Forest Glen Station would reduce my use of Metro to go into DC for dinner or events, since it is convenient to park there. Please take the MAJORITY of the \$750 million from the 2.6 billion capital improvement. Please stop all raises and promotions for management and executives ONLY. If customers have to suffer for 2025 budget, employees must as well. So consider reducing some of the benefits that are least used or least liked by employees and/or cost the most or in the middle where costs are concerned. AND close some.departments down that are least used or are redundant. FINALLY, reduce fare evasion even more! Thank you! Please keep the 33 and 31 bus routes. Thank you! DowNATA public transit is many times the only transit option available to many in the DMV. No cuts will be acceptable. Don?t get rid of the buse! Yoy are being so short sighted! My station is Forest Glen. I?ve really appreciated having every train go all the way to Glenmont, but if the choice was turn around at Silver Spring for some trains or close the station, I?d choose the turnaround, of course. Please don't cut z6. I need z6 from Fairland Road and Galway to ride to Silver Spring to go to work on weekend and Church. It is only cheap way to go to work. I cannot get ride other way. Many of us rely on the G2 route to get to work. The bus is always full of people and I can imagine that	Rail Service Operating Budget, Management and Spending Bus Service MetroAccess Bus Service Rail Service Rail Service

Comment	Category
Please save the D2 D1 33 32 and 36 bus lines	Category Bus Service
we need to encourage more people not less to use transits. all of the options on the table are bad and	
will hurt the poor and those who cannot drive the hardest. these are not equitable solutions and will	
do little to help deal with the climate crisis. Your changes to the L2, 31 and 33 make no sense. You already eliminated the L1, which was the most	Miscellaneous
useful bus route for my commute. Terminating the L2 at the Ellington bridge and not offering a through	
route downtown seems foolish. Also, many folks who take the 33 continue on past Foggy Bottom and	
the bus is often packed - why would you eliminate that option?!	Bus Service
The proposals changing service on the 42, 43, and L2 bus lines would effectively create a bus dead zone	
in Adams Morgan and North Dupont circle during the weekends. People with disabilities and many	Due Camina
elderly people rely on the bus to travel. Metrobus service is very important to me, and I think, to the DC area generally. The proposal to shorten	Bus Service
and truncate certain linesfor me the 33 bus line in particularsubstantially reduces my ability to	
commute on weekdays to work and to downtown museums and events on weekends. In my	
experience, the majority of riders on the 33 take the bus from Wisconsin Avenue to beyond	
Washington Circle to downtown. Maintaining that is very valuable. I understand that this is necessary, but would encourage the metro staff and board to do everything	Bus Service
they can to prevent a death spiral of the system. Current off peak service is good and while lose of peak	
service is frustrating, less people travel at peak times.	Rail Service
Metrobus service is essential for the Palisades area of DC as well as down Wisconsin Avenue to	
Geogetown. Fare increases should be implemented.	Bus Service
Eliminating bus lines is absurd. Why do you want everyone to own a car?	Bus Service
Metrorail and Metrobus are integral parts of my life and how I get around. Service cuts are unacceptable and will force me and others to make tough decisions relating to how we live which will	
have profound impacts to the life and economy of the region as a whole.	Bus Service
Please kee z6. I need z6 for everything. Go to church and work and buy groceries. I don?t have car	Miscellaneous
These proposed changes are not in line with policies designed to push people back into the office.	
Increasing fares by this much would worsen vehicle traffic.	Fares/Fees/Parking
I strongly favor increased fares, more frequent service, and greater capital investment. I am strongly against cuts to core services and to the reduction or elimination of fares. For the metrobus system,	
eliminating and consolidating routes in order to provide more frequent service strikes me as a positive	
tradeoff. In general, I would like to see the metro system become a more attractive option for everyday	
commuters and transit users, even if that requires modest increases in fares.	Bus Service
I realized it is not up to WMATA to establish dedicated funding, however, it is past time for the	
jurisdictions DC, Va, Md, to stop putting all of us through this regular budget struggle. I hate to see WMATA cut service, either rail or bus, because our beautiful Metro is more than a tourist attraction; it	
is more than a weekend novelty. Plenty of the people who need the most and have the least rely on	
Metro and Metrobus and local/county transit partners to get to and from school, work, appointments,	
groceries, and other essential travel. It is a disgrace that WMATA has to fight this hard for funding every	
time. We the people must insist that Virginia and Maryland put in our fair share of the funding to a	
system we all benefit from. We can only have a safe and reliable transit system if we fund it.	Operating Budget, Management and Spending
PLease do not cut the service of D6 and D2. They are essential life line for Georgetown residents.	
Without those buses residents will be completely stuck and prejudiced against. There are no metro rail service in Georgetown, and these buses are the only service they rely on for everything	Bus Service
My children both use the D6 as their means of getting to school, as do most of the students at Hardy	
Middle School and MacArthur High School. I know that the drivers right now are not enforcing that kids	
use their Kids Ride Free card at the farebox, which in turn is creating a gap in the data that WMATA has	
about student riders. While it may look like there are very few riders, both of those schools fill D6 buses	
with their students on the way to and from school. I think it would be a real lack of forethought and support for DCPS students to close down these buses without understanding student ridership.	Bus Service
Decreasing bus service routes will decrease use of bus and metro services.	Bus Service
Please do all you can to help maintain bus service. One solution is to allow people to pay their fares	
instead of waving them through without paying.	Bus Service
Please do not get rid of the L2 or D6. These are very important bus lines.	Bus Service
If you eliminate D2, D6 and G2 it will be impossible to take the bus from Georgetown to DuPont Circle to connect with the red line. I frequently use 33 to get from Georgetown to the court, to Penn Quarter	
to the Mall. It would be a real loss to have this service curtailed.	Bus Service
D2 and D 6 are vital means of transport for all who live in Georgetown. Their service should not be	
stopped or curtailed under any circumstances. There is no metro rail service for this area. D6 and D2	
are the only means of transport people rely on. Please do no cut it	Rail Service
It's unconscionable to reduce/stop bus routes for nearly 50% of the busses. The poorest people have to	
live far out because of rental prices and take buses to do some of our most pressing jobs. For example look at how this will affect cleaners and orderlies at Sibley Hospital. The loss of fare revenue with the	
gates is ridiculous. And it could have been avoided if they had *originally* been made difficult to get	
through like they have in New York. It also thoroughly undercounts ridership. How on earth did this	
happen.	Bus Service
Why are we trying to decrease car emissions and cut bus routes? Also these routes are a lifeline for	
workers who don't drive and those who can't drive due to health or age.	Bus Service
Please don?t stop route 74. There is already no train station near the Audi stadium and many apartments being built in buzzardpoint. Without 74 routes thousands of residents will have no	
transportation	Bus Service
I would much prefer to pay a higher fare than accept lower service. Frequent service is much more	
important to ridership than fare cost.	Fares/Fees/Parking
For all people in the region, especially for students, low-to-modest income families and those who work	
in service, healthcare or hospitality, it is important that we have safe, reliable and affordable public transit. Public transit is necessary for the whole region to thrive. If service is curtailed and wait times	
extended, public school students will not likely make it to school in time. Please don't curtail service as	
the ones that will be hurt the most are most likely to be the people who need to get to hourly service	
jobs. Thank you.	Fare Evasion/Safety/Crime
I have returned to the city after a 7 year absence. The metro rail stations are in a shocking state of	
disrepair. The other thing that is shocking is an embedded culture of fare evasion. This has been addressed to some degree with infrastructure investments on the rail lines, but fare evasion is rampant	
addressed to some degree with infrastructure investments on the rail lines, but fare evasion is rampant on the bus lines. The drivers don't seem to care whether people pay or not. When you allow a culture	
of lawlessness the passengers pay less respect to other aspects of bus travel, such as cleanliness.	
Something needs to be done about fare evasion. This is theft, and it is hurting the quality of the rider	
experience for those of us who do ride and do pay.	Bus Service
it hinders us from getting to the other side of town.	Miscellaneous
Metro bus D6 and D2 are crucial for all residents in the area where there is no metro rail service. They	
should not be cut under any circumstances! If D6 and D2 buses stop functioning, people in the area will be seriously prejudiced against. These buses are the only means of transport for countless people. They	
have no cars either	Bus Service
	·

Comment	Category
The proposed elimination of the NH2 bus route, the sole public transportation link between National	
Harbor, Maryland, and Alexandria, Virginia, is a decision that overlooks its critical importance to the	
local community, workforce, and tourism sector. This route does not merely connect two geographic	
locations; it supports a vibrant ecosystem comprising hotels, restaurants, and attractions that	
significantly contribute to the local economy. For many employees in these establishments, the NH2 is	
more than a convenience?it's a lifeline, making their daily commute affordable and feasible. Without it,	
the financial burden of paid parking could render employment untenable for a substantial segment of	
the workforce. Furthermore, National Harbor's appeal to visitors, who contribute to the area's	
economic vitality, hinges on its accessibility. The NH2 service is indispensable for tourists, especially	
those coming from or heading to the airports, facilitating a seamless connection to the broader	
Metrorail and Metrobus network. The discontinuation of this service not only threatens to disrupt this	
symbiotic relationship but also risks a decrease in Metrorail ridership, as NH2 stands as the singular	
conduit to the metro system for both residents and visitors. In essence, the removal of the NH2 bus	
route would erode the foundations of community accessibility, workforce sustainability, and economic	
growth, making its preservation not just a matter of convenience but a crucial investment in the	Operating Budget, Management and Spending
I depend on the G2 bus for my work commute and to get to doctor's appointments. If the route is cut it	
will make my commute much longer and I will likely have to move.	Bus Service
What happened to free fares for DC residents? How about for low income or allow low income that	
don't qualify for SNAP to qualify for cheaper fares.	Fares/Fees/Parking
Public transportation is more environmentally friendly than cars so please don't cut the service. I use it	
almost in a daily basis.	Service Levels
Maryland and Virginia need to pay their fair share to maintain Metro.	Rail Service
Metro will put my safety and well being at risk if it cuts the R12 bus. Because it is the only way for me	
to access the College Park Metro Station safely, without being at risk of getting hit by a car, getting	
assaulted by walking in dark no sidewalk streets in the town of Berwyn Heights, MD, and putting me in	
harms way from racist homeowners who have threatened to harm me for walking in front of their	
house in my Indigenous skin, and as a female of color. Please do not cut the R12 line. My mom relies on	
Metro Access to go to her doctor appointments. By drastically changing the hours that she can use	
Metro Access you will put her health at risk. Metro has a direct beneficial impact on my 80 year old	
mom's health, by providing her with Metro Access. She has paid her taxes her entire life, it is not	
equitable for her to no longer have access to services she paid for. May I suggest metro spend less time	
in fixing vendor errors at fixing the same escalator for an entire year (College Park Metro). Or perhaps,	
stopping the double spending Metro did on replacing working fare machines, with new ones that do	
not stop people from jumping them without pay. Perhaps stop paying its top management, so much for	
a privileged CEO revolving door. Slightly reduce hours DO NOT CUT routes nor Metro Access. Thank you	Bus Service
15 minutes is a long time to wait, especially when making additional changes (at Metro Center or	
Gallery Place, e.g.) And during that period, sometimes the crowds build up and a rider may not be able	
to board. This is a very bad scenario for that rider.	Rail Service
Cut the roads budget not public transit.	Operating Budget, Management and Spending
Please consider keeping Metro Access funding and services. Many people with disabilities in	
Montgomery County do not drive and rely on this service to get to their jobs, schools, community	
events, and more. Thank you!	MetroAccess
I think, making a more competitive frequent, commuter pass, while raising rates for travelers, makes	
the most sense or DC residents	Bus Service
There is no need to have wmata copsthere should be Metro police instead because the wmata cops	
do absolutely nothing. The money for that should go towards the budget.	Operating Budget, Management and Spending
WE are facing a \$750m deficit, are we assured that these proposed cuts will satisfy the needs or create	
WE are facing a \$750m deficit, are we assured that these proposed cuts will satisfy the needs or create new needs? Fares are already high, problems with malfunction trains, drivers not properly trained	
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not	MetroAccess
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained	MetroAccess
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of	MetroAccess
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places	
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship.	MetroAccess Bus Service
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places	
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a	
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please	
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the 42 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC	
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for	
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line	Bus Service
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for	
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars.	Bus Service
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have acr are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest	Bus Service Bus Service
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer.	Bus Service Bus Service Bus Service
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G1 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently.	Bus Service Bus Service Bus Service
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently. I like Metro and have taken it for yearsbut not lately due to increased crime in the stations and on	Bus Service Bus Service Bus Service
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently. I like Metro and have taken it for yearsbut not lately due to increased crime in the stations and on Metro and the fact that I work a lot at home. There have also been incidents on the P6. I wish that you	Bus Service Bus Service Bus Service Rail Service
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently. I like Metro and have taken it for years-but not lately due to increased crime in the stations and on Metro and the fact that I work al tot at home. There have also been incidents on the P6. I wish that you would reinstate the Circulator on 7th Street SW. I live in the Burleith/Glover Park neighborhood without a car and this proposal for metro bus would cut	Bus Service Bus Service Bus Service Rail Service
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently. I like Metro and have taken it for years-but not lately due to increased crime in the stations and on Metro and the fact that I work a lot at home. There have also been incidents on the P6. I wish that you would reinstate the Circulator on 7th Street SW. I live in the Burleith/Glover Park neighborhood without a car and this proposal for metro bus would cut me off from the city. By cutting the D2, D6, and G2, the most reliable routes connecting me to	Bus Service Bus Service Bus Service Rail Service
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently. I like Metro and have taken it for years-but not lately due to increased crime in the stations and on Metro and the fact that I work a lot at home. There have also been incidents on the P6. I wish that you would reinstate the Circulator on 7th Street SW. I live in the circulator on 7th Street SW.	Bus Service Bus Service Bus Service Rail Service
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move any from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently. Like Metro and have taken it for years—but not lately due to increased crime in the stations and on Metro and the fact that I work a lot at home. There have also been incidents on the P6. I wish that you would reinstate the Circulator on 7th Street SW. Live in the Burleith/Glover Park neighborhood without a car and this proposal for metro bus would cut me off from the city. By cutting the D2, D6, and G2, the most reliable routes connecting me to neighborhoods I need to access for my social and professional life. Your proposal would make the 3/31 the only route that serves my neighborhoo	Bus Service Bus Service Bus Service Rail Service
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently. I like Metro and have taken it for yearsbut not lately due to increased crime in the stations and on Metro and the fact that I work a lot at home. There have also been incidents on the P6. I wish that you would reinstate the Circulator on 7th Street SW. I live in the Burleith/Glover Park neighborhood without a car and this proposal for metro bus would cut me off from the city. By cutting the D2, D6, and G2, the most reliable routes connecting me to neighborhoods i heer would be no replacement for reaching Northern parts of the city. This proposal would almost	Bus Service Bus Service Bus Service Rail Service
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently. I like Metro and have taken it for years-but not lately due to increased crime in the stations and on Metro and the fact that I work a lot at home. There have also been incidents on the P6. I wish that you would reinstate the Circulator on 7th Street SW. I live in the Burleith/Glover Park neighborhood without a car and this proposal for metro bus would cut me off from the city. By cutting the D2, D6, and G2, the most reliable routes connecting me to neighborhood as it would become impossible to meet the revuling Northern parts of the city. This proposal would anke the 33/31 the only route that serves my nei	Bus Service Bus Service Bus Service Rail Service Fare Evasion/Safety/Crime
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently. I like Metro and have taken it for yearsbut not lately due to increased crime in the stations and on Metro and the fact that I work a lot at home. There have also been incidents on the P6. I wish that you would reinstate the Circulator on 7th Street SW. I live in the Burleith/Glover Park neighborhood without a car and this proposal for metro bus would cut me off from the city. By cutting the D2, D6, and G2, the most reliable routes connecting me to algiborhoods I need to access for my social and professional life. Your proposal would make the 33/31 the only route that serves my neigh	Bus Service Bus Service Bus Service Rail Service
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently. I like Metro and have taken it for years—but not lately due to increased crime in the stations and on Metro and the fact that I work a lot at home. There have also been incidents on the P6. I wish that you would reinstate the Circulator on 7th Street SW. I live in the Burleith/Glover Park neighborhood without a car and this proposal for metro bus would cut me off from the city. By cutting the D2, D6, and G2, the most reliable routes connecting me to neighborhoods I need to access for my social and professional life. Your proposal would make the 33/31 the only route that serves my neighborhood as it would be	Bus Service Bus Service Rail Service Fare Evasion/Safety/Crime Bus Service
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the 42 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently. I like Metro and have taken it for years-but not lately due to increased crime in the stations and on Metro and the fact that 1 work a lot at home. There have also been incidents on the P6. I wish that you would reinstate the Circulator on 7th Street SW. I live in the surplex proposal for metro bus would cut me off from the city. By cutting the D2, D6, and G2, the most reliable routes connecting me to neighborhood as it would become impossible to meet professional and social obligations without these important metro bus routes: D2, D6, and G2, there would be no replacement for reaching Northern parts of the city. This proposal would make the 33/31 the only route that serves my neighborhood, which is no	Bus Service Bus Service Bus Service Rail Service Fare Evasion/Safety/Crime
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently. I like Metro and the fact that I work a lot at home. There have also been incidents on the P6. I wish that you would reinstate the Circulator on 7th Street SW. I live in the GUP and cutting the D2, D6, and G2, the most reliable routs connecting me to neighborhood, which is not sufficient to serve the neighborhood as there would be no replacement for reaching Northern parts of the city. This proposal would make the 33/31 the only rout that serves my neighborhood, which is not sufficient to serve the neighborhood as there would be no replacement for reaching Northern parts of the city. This proposal would ala	Bus Service Bus Service Rail Service Fare Evasion/Safety/Crime Bus Service
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently. Il like Metro and have taken it for years—but not lately due to increased crime in the stations and on Metro and the fact that 1 work al tot at home. There have also been incidents on the P6. I wish that you would reinstate the Circulator on 7th Street SW. Il live in the Burleith/Clover Park neighborhood without a car and this proposal would make the 33/31 the only route that serves my neighborhood, which is not sufficient to serve the neighborhood as there would be no replacement for reaching Northern parts of the city. This proposal would alamost certainly compel me to havee to move out of my neighborhood	Bus Service Bus Service Rail Service Fare Evasion/Safety/Crime Bus Service Bus Service
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently. I like Metro and have taken it for years—but not lately due to increased rime in the stations and on Metro and the fact that I work a lot at home. There have also been incidents on the P6. I wish that you would reinstate the Circulator on 7th Street SW. I live in the Burleith/Glover Park neighborhood without a car and this proposal for metro bus would cut me off from the city. By cutting the D2, D6, and G2, the most reliable routes connecting me to neighborhoods a need to access for my social and professional life. Your proposal would make the 23/31 the only route that serves my neighborhood as it would bec	Bus Service Bus Service Rail Service Fare Evasion/Safety/Crime Bus Service
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the 42 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently. I like Metro and the fact that I work a lot at home. There have also been incidents on the P6. I wish that you would reinstate the Circulator on 7th Street SW. I live in the surplich/Glover Park neighborhood without a car and this proposal for metro bus would aute en elighborhoods I need to access for my social and professional life. Your proposal would make the 33/31 the only route that serves my neighborhood, which is not sufficient to serve the neighborhood as there would be no replacement for reaching Northern parts of the city. This proposal would almost certainly comple me to have to move out of my ne	Bus Service Bus Service Rail Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Operating Budget, Management and Spending
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently. I like Metro and the fact that I work a lot at home. There have also been incidents on the P6. I wish that you would reinstate the Circulator on 7th Street SW. I live in the Burleith/Glover Park neighborhood without a car and this proposal for metro bus would cut me off from the city. By cutting the D2, D6, and G2, the most reliable routes connecting me to access for my social and professional life. Your proposal would make the 33/31 the only route that serves my neighborhood, which is not sufficient to serve the neighborhood as there would be no replacement for reaching Northern parts of the city. This pro	Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Derating Budget, Management and Spending Rail Service
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently. Il like Metro and have taken it for years—but not lately due to increased crime in the stations and on Metro and the fact that I work a lot at thome. There have also been incidents on the P6. I wish that you would reinstate the Circulator on 7th Street SW. Il use the Burleith/Clover Park neighborhood, which is not sufficient to serve the neighborhood as there would be no replacement for reaching Northern parts of the city. This proposal would make the 33/31 the only route that serves my neighborhood, which is not sufficient to serve the neighborhood as there would be no replacement for reaching Northern par	Bus Service Bus Service Rail Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Operating Budget, Management and Spending
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the 42 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently. Ilike Metro and have taken it for years-but not lately due to increased crime in the stations and on Metro and have taken it for years-but not lately due to increased crime in the stations on eighborhood as it would reinstate the Circulator on 7th Street SW. I live in the Burleith/Glover Park neighborhood without a car and this proposal for metro bus would cut me off from the city. By cutting the D2, D6, and G2, the most reliable routes: D2, D6, and G2. Every mey on lave to taxes for my social and professional life. Your proposal would make the 33/31 the only route that serves my neighborhood, which is not	Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Derating Budget, Management and Spending Rail Service
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently. I like Metro and the fact that I work a lot at home. There have also been incidents on the P6. I wish that you would reinstate the Circulator on 7th Street SW. I live in the city is urbing bachood, which is not sufficient to serve the neighborhood as there would be no replacement for reaching Northern parts of the city. This proposal would make the 33/31 the only route that serves my neighborhood, which is not sufficient to serve the neighborhood as there would be no replacement for reaching Northern parts of the city. This proposal would almost certainly compel me to have to move out of my neighborhood as	Bus Service Bus Service Rail Service Bus Service Bus Service Coperating Budget, Management and Spending Rail Service Bus Servi
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently. If the Metro and have taken it for years—but not lately due to increased crime in the stations and on Metro and the fact that I work a lot at home. There have also been incidents on the P6. I wish that you would reinstate the Circulator on 7th Street SW. Ilive in the Burleith/Glover Park neighborhood, which is not sufficient to serve the neighborhood as there would be no replacement for reaching Northern parts of the city. This proposal would almost certainly compel me to have to mone out of my neighborhood as it would become impossible to meete professional and social obligations without these important me	Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Derating Budget, Management and Spending Rail Service
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently. Ilike Metro and have taken it for years-but not lately due to increased crime in the stations and on Metro and the fact that 1 work a lot at home. There have also been incidents on the P6. I wish that you would reinstate the Circulator on 7th Street SW. Ilive in the surleith/Glover Park neighborhood without a car and this proposal for metro bus would cut me off from the city. By cutting the D2, D6, and G2, the most reliable routes: D2, D6, and G2. Every time you have to transfer buses, it increases the time of your trip substantially. Please do not eliminate these routes that so many of us take to get to wo	Bus Service Bus Service Rail Service Bus Service Bus Service Coperating Budget, Management and Spending Rail Service Bus Servi
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the 42 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently. I like Metro and the fact that I work a lot at home. There have also been incidents on the P6. I wish that you would reinstate the Circulator on 7th Street SW. I live in the city. Su cutting the D2, D6, and G2, the most reliable routes connecting me to neighborhoods as there would be no replacement for reaching Northern parts of the city. This proposal would almost certainly compel me to have to move out of my neighborhood as it would become impossible to meet professional and social obligations without these important metro bus routes: D2, D6, and G2. Every time you have to transfer buses, it increases the	Bus Service Bus Service Rail Service Bus Service Bus Service Coperating Budget, Management and Spending Rail Service Bus Servi
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently. I like Metro and the fact that I work a lot at home. There have also been incidents on the P6. I wish that you would reinstate the Circulator on 7th Street SW. I live in the Burleith/Glover Park neighborhood, which is not sufficient to serve the neighborhood as there would be no replacement for reaching Northern parts of the city. This proposal would make the 33/31 the only route that serves my neighborhood, which is not sufficient to serve the neighborhood as there would be no replacement for reaching Northern parts of the city. This proposal would almost certainly compel me to have to move out of my neigh	Bus Service Bus Service Rail Service Bus Service Bus Service Coperating Budget, Management and Spending Rail Service Bus Servi
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently. Ilike Metro and have taken it for years—but not lately due to increased crime in the stations and on Metro and the fact that I work al vat at home. There have also been incidents on the P6. I wish that you would reinstate the Circulator on 7th Street SW. Ilive in the Burleith/Clover Park neighborhood without a car and this proposal would make the 33/31 the only route that serves my neighborhood, which is not sufficient to serve the neighborhood as there would be no replacement for reaching Northern parts of the city. This proposal would almost certainiy compel me to have to more out of my neighborhood as it	Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Qperating Budget, Management and Spending Rail Service Bus Service Fares/Fees/Parking Fares/Fees/Parking
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.etc. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the 42 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently. Ilike Metro and have taken it for years-but not lately due to increased crime in the stations and on Metro and the fact that 1 work a lot at home. There have also been incidents on the P6. I wish that you would reinstate the Circulator on 7th Street SW. I live in the Burleith/Glover Park neighborhood without a car and this proposal for metro bus would cut me off from the city. By cutting the D2, D6, and G2, the most reliable routes connecting me to neighborhood as it would become impossible to meet professional and social obligations without these important metro bus routes: D2, D6, and G2. Every time you h	Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Coperating Budget, Management and Spending Rail Service Fares/Fees/Parking Bus Service Bus Service
new needs? Fares are already high, problems with malfunction trains, drivers not properly trained ect.ett. Why didn't we foresee this before now to be able to make well thought out decisions and not hasty ones as we are doing now. Stopped using Metro Access due to the inconsistency of the service. It's hard to keep up with the rising cost of using metro, but folks who don't have a car are really out of luck when you make these routes go away. Sometimes weekends are the only time we can get places to do errands and not having service is a hardship. It is unacceptable to reduce and eliminate the d2 (and d6). Every time this idea comes up, there is a community backlash for these neighborhoods that are already underserved by metro access. Please ensure continued D2 access to glover park, to Georgetown, and to dupont circle. Changing this would mean that my only nearby bus route is taken away. There are so many reasons to move away from DC these days. And now there's no public transit access? Taking away metrobus service to key points for Georgetown and Glover Park residents is ridiculous, shortsighted, decreases safety, and is not in line with the services the city is obligated to provide with our tax dollars. The G2 is a critical resource to the students, faculty and staff of Georgetown University, DC's largest private employer. Regardless what decisions are finalized We need Metro in DC to operate efficiently. Il like Metro and have taken it for years—but not lately due to increased crime in the stations and on Metro and the fact that I work a lot at home. There have also been incidents on the P6. I wish that you would reinstate the Circulator on 7th Street SW. Il we in the Burleith/Glover Park neighborhood without a car and this proposal for metro bus would cut me off from the city. By cutting the D2, D6, and G2, the most reliable routes connecting me to access for my social and professional life. Your proposal would make the 33/31 the only noute that serves my neighborhood, which is not sufficient to serve then	Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Qperating Budget, Management and Spending Rail Service Bus Service Fares/Fees/Parking Fares/Fees/Parking

Comment	Category
Metro rail systems should focus on maintaining buses and trains in between D.C and Maryland and cut	
short the trains towards Virginia since it?s further. Making a poll on the most used metros will help	Dis Casa las
determine which ones to cut the times for. As local DC resident I rely on Metro bus and metro extensively. My daughter relies on it to get to school	Bus Service
and back disruption of L2, 96, 42, 43 bus lines impact us a lot! Reduced hr of metro may reduce traffic	
to DuPont, Adams Morgan and impact businesses.	Bus Service
Dramatically decreasing service puts Metro into a death spiral. Less service leads to less ridership leads	bus service
to less service. If Washington DC is to be a vibrant, world class city, providing service to its residents	
and visitors from around the world, it must have reliable, wide-spread, reasonably frequent bus and	
subway service. Providing subway service at 15-minute intervals and creating bus deserts (Columbia Rd	
for instance) harms citizens who depend on public transportation, increases the likelihood they	
purchase cars (btw, notwithstanding assertions to the contrary, most aren't going to cycle), and turns	
DC into a cultural backwater on the international stage. Imagine Paris or London running a subway	
system on a 15 minute at best frequency? The winners in this plan are Uber and Lyft. The losers are	
those who depend on public transit and those who believe life in an urban area is better without a car.	Bus Service
Please do not cut service, there are so many people that depend on metro to get to	
work/activities/essential travel. Cutting service would be devastating to the region, as traffic will	
increase, while low income customers will pay the greatest burden. Public transport should not be	
profitable, but designed to benefit the community. Punishing the community for pitfalls that were	
mismanaged by WAMATA is not a good way to increase ridership.	Rail Service
I would like to see all people who jump the fare gate or refuse to pay for the bus arrested and then fine	
them an appropriate fine. Then use part of the fine, maybe 20% of it, to be given back to metro, so that	
people who actually pay their fare are not punished because of these thieves.	Bus Service
i think you people will lose a lot of money from the federal government because there are a lot of	
federal employees that use your syster daily	Operating Budget, Management and Spending
The proposed service cuts most deeply impact those with more limited transit choice and those more	1 U UUUU E UUE E E E E E E E E E E E E E
likely to be in working-class jobs (not typical 9-5). I will take an increase in fares over a reduction in	
service to those most deeply impacted by limited transportation options and other transportation	
equity issues any day.	Bus Service
Keep the G2 route. I need to get to Georgetown University	Bus Service
Eliminating all Metrobus routes in the neighborhoods in SW DC is a horrible idea! I no longer use the P6	
and 74 lines daily, but I do still use them regularly. So many people rely on public transportation to get	
to work, especially people who cannot work remotely and have non-standard (non-9 to 5) work hours.	
Eliminating or reducing late night bus and train service risks the health and safety of many of my	
neighbors and friends in the region. The proposed service cuts are outrageous, harmful, and	
irresponsible.	Bus Service
If you raise rates or cute service, i will reduce my ridership, get Maryland and Virginia to contribute	
more. Also no trains after 10 PM is ridiculous, people don't stop existing after a work day.	Rail Service
Charge a flat fee for metro rail and you?II get more ridership. Stop charging more for less service.	Rail Service
You?d be eliminating access to SW and warf when cutting 52, P6, and 74. It?s creating a huge economic	
gap. We are reducing parking spots AND reducing transportation access. It?s screwing over SW	
residents. Increase fares on trains, enforce it. Make busses free (ppl don?t pay it anyway)	Bus Service
Fare evasion, especially in train stations is rampant. I see it every day, and it must contribute largely to	
the deficit metro is facing. Reducing evasion, I believe, is a huge step in the right direction. Also, late	
night service on weekends is very much desired and needed and would gladly be utilized even at an	
increased fare rate.	Fare Evasion/Safety/Crime
Please make it safe, which it is NOT	Fare Evasion/Safety/Crime
Eliminating service and stations would be the biggest issue here. A lot of people commute to Tyson's	
Corner area for work, and not owning cars, rely a lot on metro. To be honest, this is one of the last	
things that should happen. I think customers would be fine paying more, but the government should	
pony up the money to take care of this issue.	Rail Service
If you need to cut a line in Greenbelt, cut G14 instead of G12. The latter connects people with facilities	
like hospitals, schools etc.	Bus Service
The majority of the people utilizing metro services on weekdays are commuters trying to get to work.	
Making it more difficult for us to get to/from work by reducing red line will be a nightmare. People	
drive in from Frederick to the Shady Grove stop- increasing the wait times will make the metro cars	
more full at Shady Grove so less people can get on them at later stops. It will just cause those other	
stops to have a longer wait time because people have to keep waiting for the next train. Increase the	
prices on weekends before weekdays. Benefit from tourism on weekends instead of taking advantage	
	Rail Service
of those of us that live here and have no other options.	
Increased service with rate increase	Service Levels
Increased service with rate increase please consider how changes will affect the low income households who depend on the routes that	
Increased service with rate increase please consider how changes will affect the low income households who depend on the routes that take them to and from work or school	Bus Service
Increased service with rate increase please consider how changes will affect the low income households who depend on the routes that take them to and from work or school We need this bus because some of us don't drive	
Increased service with rate increase please consider how changes will affect the low income households who depend on the routes that take them to and from work or school We need this bus because some of us don't drive A lot of people rely on this vital service, and while I understand that budget adjustments need to be	Bus Service
Increased service with rate increase please consider how changes will affect the low income households who depend on the routes that take them to and from work or school We need this bus because some of us don't drive A lot of people rely on this vital service, and while I understand that budget adjustments need to be made for Metro, I think it is sickening to target the most vulnerable people, which these proposed cuts	Bus Service
Increased service with rate increase please consider how changes will affect the low income households who depend on the routes that take them to and from work or school We need this bus because some of us don't drive A lot of people rely on this vital service, and while I understand that budget adjustments need to be made for Metro, I think it is sickening to target the most vulnerable people, which these proposed cuts do. My daughter is young, but I expect that as she gets older, she will need to use MetroAccess	Bus Service
Increased service with rate increase please consider how changes will affect the low income households who depend on the routes that take them to and from work or school We need this bus because some of us don't drive A lot of people rely on this vital service, and while I understand that budget adjustments need to be made for Metro, I think it is sickening to target the most vulnerable people, which these proposed cuts do. My daughter is young, but I expect that as she gets older, she will need to use MetroAccess extensively. So while she does not use it now, I expect these changes would greatly impact our family in	Bus Service
Increased service with rate increase please consider how changes will affect the low income households who depend on the routes that take them to and from work or school We need this bus because some of us don't drive A lot of people rely on this vital service, and while I understand that budget adjustments need to be made for Metro, I think it is sickening to target the most vulnerable people, which these proposed cuts do. My daughter is young, but I expect that as she gets older, she will need to use MetroAccess extensively. So while she does not use it now, I expect these changes would greatly impact our family in the future and would decrease what little independence she may be able to attain some day. It is	Bus Service
Increased service with rate increase please consider how changes will affect the low income households who depend on the routes that take them to and from work or school We need this bus because some of us don't drive A lot of people rely on this vital service, and while I understand that budget adjustments need to be made for Metro, I think it is sickening to target the most vulnerable people, which these proposed cuts do. My daughter is young, but I expect that as she gets older, she will need to use MetroAccess extensively. So while she does not use it now, I expect these changes would greatly impact our family in the future and would decrease what little independence she may be able to attain some day. It is wonderful seeing more and more people with disabilities in the workforce and visible in society.	Bus Service Bus Service
Increased service with rate increase please consider how changes will affect the low income households who depend on the routes that take them to and from work or school We need this bus because some of us don't drive A lot of people rely on this vital service, and while I understand that budget adjustments need to be made for Metro, I think it is sickening to target the most vulnerable people, which these proposed cuts do. My daughter is young, but I expect that as she gets older, she will need to use MetroAccess extensively. So while she does not use it now, I expect these changes would greatly impact our family in the future and would decrease what little independence she may be able to attain some day. It is wonderful seeing more and more people with disabilities in the workforce and visible in society. MetroAccess makes that possible. Please do not contribute to pushing people back into the shadows.	Bus Service
Increased service with rate increase please consider how changes will affect the low income households who depend on the routes that take them to and from work or school We need this bus because some of us don't drive A lot of people rely on this vital service, and while I understand that budget adjustments need to be made for Metro, I think it is sickening to target the most vulnerable people, which these proposed cuts do. My daughter is young, but I expect that as she gets older, she will need to use MetroAccess extensively. So while she does not use it now, I expect these changes would greatly impact our family in the future and would decrease what little independence she may be able to attain some day. It is wonderful seeing more and more people with disabilities in the workforce and visible in society. MetroAccess makes that possible. Please do not contribute to pushing people back into the shadows. Employees have been forced to commute in to offices again and these changes would make getting	Bus Service Bus Service Operating Budget, Management and Spending
Increased service with rate increase please consider how changes will affect the low income households who depend on the routes that take them to and from work or school We need this bus because some of us don't drive A lot of people rely on this vital service, and while I understand that budget adjustments need to be made for Metro, I think it is sickening to target the most vulnerable people, which these proposed cuts do. My daughter is young, but I expect that as she gets older, she will need to use MetroAccess extensively. So while she does not use it now, I expect these changes would greatly impact our family in the future and would decrease what little independence she may be able to attain some day. It is wonderful seeing more and more people with disabilities in the workforce and visible in society. MetroAccess makes that possible. Please do not contribute to pushing people back into the shadows. Employees have been forced to commute in to offices again and these changes would make getting there much more difficult and time consuming. Eliminating rush hours during the weekday is absolutely	Bus Service Bus Service Operating Budget, Management and Spending
Increased service with rate increase please consider how changes will affect the low income households who depend on the routes that take them to and from work or school We need this bus because some of us don't drive A lot of people rely on this vital service, and while I understand that budget adjustments need to be made for Metro, I think it is sickening to target the most vulnerable people, which these proposed cuts do. My daughter is young, but I expect that as she gets older, she will need to use MetroAccess extensively. So while she does not use it now, I expect these changes would greatly impact our family in the future and would decrease what little independence she may be able to attain some day. It is wonderful seeing more and more people with disabilities in the workforce and visible in society. MetroAccess makes that possible. Please do not contribute to pushing people back into the shadows. Employees have been forced to commute in to offices again and these changes would make getting ridiculous. Trains will be overcrowded and transfers to other lines would be treacherous. All of these	Bus Service Bus Service Operating Budget, Management and Spending
Increased service with rate increase please consider how changes will affect the low income households who depend on the routes that take them to and from work or school We need this bus because some of us don't drive A lot of people rely on this vital service, and while I understand that budget adjustments need to be made for Metro, I think it is sickening to target the most vulnerable people, which these proposed cuts do. My daughter is young, but I expect that as she gets older, she will need to use MetroAccess extensively. So while she does not use it now, I expect these changes would greatly impact our family in the future and would decrease what little independence she may be able to attain some day. It is wonderful seeing more and more people with disabilities in the workforce and visible in society. MetroAccess makes that possible. Please do not contribute to pushing people back into the shadows. Employees have been forced to commute in to offices again and these changes would make getting there much more difficult and time consuming. Eliminating rush hours during the weekday is absolutely iddiculous. Trains will be overcrowded and transfers to other lines would be treacherous. All of these changes are steps in the wrong direction. How can you remove parking and at the same time make	Bus Service Bus Service Operating Budget, Management and Spending
Increased service with rate increase please consider how changes will affect the low income households who depend on the routes that take them to and from work or school We need this bus because some of us don't drive A lot of people rely on this vital service, and while I understand that budget adjustments need to be made for Metro, I think it is sickening to target the most vulnerable people, which these proposed cuts do. My daughter is young, but I expect that as she gets older, she will need to use MetroAccess extensively. So while she does not use it now, I expect these changes would greatly impact our family in the future and would decrease what little independence she may be able to attain some day. It is wonderful seeing more and more people with disabilities in the workforce and visible in society. MetroAccess makes that possible. Please do not contribute to pushing people back into the shadows. Employees have been forced to commute in to offices again and these changes would make getting there much more difficult and time consuming. Eliminating rush hours during the weekday is absolutely ridiculous. Trains will be overcrowded and transfers to other lines would be treacherous. All of these getting around on metro more difficult? Metro should be increasing services, not reducing so that	Bus Service Bus Service Operating Budget, Management and Spending
Increased service with rate increase please consider how changes will affect the low income households who depend on the routes that take them to and from work or school We need this bus because some of us don't drive A lot of people rely on this vital service, and while I understand that budget adjustments need to be made for Metro, I think it is sickening to target the most vulnerable people, which these proposed cuts do. My daughter is young, but I expect that as she gets older, she will need to use MetroAccess extensively. So while she does not use it now, I expect these changes would greatly impact our family in the future and would decrease what little independence she may be able to attain some day. It is wonderful seeing more and more people with disabilities in the workforce and visible in society. MetroAccess makes that possible. Please do not contribute to pushing people back into the shadows. Employees have been forced to commute in to offices again and these changes would make getting ridiculous. Trains will be overcrowded and transfers to other lines would be treacherous. All of these changes are steps in the wrong direction. How can you remove parking and at the same time make getting around on metro more difficult? Metro should be increasing services, not reducing so that people will see that it's the most efficient way to get around.	Bus Service Bus Service Operating Budget, Management and Spending
Increased service with rate increase please consider how changes will affect the low income households who depend on the routes that take them to and from work or school We need this bus because some of us don't drive A lot of people rely on this vital service, and while I understand that budget adjustments need to be made for Metro, I think it is sickening to target the most vulnerable people, which these proposed cuts do. My daughter is young, but I expect that as she gets older, she will need to use MetroAccess extensively. So while she does not use it now, I expect these changes would greatly impact our family in the future and would decrease what little independence she may be able to attain some day. It is wonderful seeing more and more people with disabilities in the workforce and visible in society. MetroAccess makes that possible. Please do not contribute to pushing people back into the shadows. Employees have been forced to commute in to offices again and these changes would make getting there much more difficult and time consuming. Eliminating rush hours during the weekday is absolutely ridiculous. Trains will be overcrowded and transfers to other lines would be treacherous. All of these changes are steps in the wrong direction. How can you remove parking and at the same time make getting around on metro more difficult? Metro should be increasing services, not reducing so that people will see that it's the most efficient way to get around. SW relies upon the 74 and P6 buses to connect it to commercial and transit centers in NW. We need	Bus Service Bus Service Operating Budget, Management and Spending
Increased service with rate increase please consider how changes will affect the low income households who depend on the routes that take them to and from work or school We need this bus because some of us don't drive A lot of people rely on this vital service, and while I understand that budget adjustments need to be made for Metro, I think it is sickening to target the most vulnerable people, which these proposed cuts do. My daughter is young, but I expect that as she gets older, she will need to use MetroAccess extensively. So while she does not use it now, I expect these changes would greatly impact our family in the future and would decrease what little independence she may be able to attain some day. It is wonderful seeing more and more people with disabilities in the workforce and visible in society. MetroAccess makes that possible. Please do not contribute to pushing people back into the shadows. Employees have been forced to commute in to offices again and these changes would make getting there much more difficult and time consuming. Eliminating rush hours during the weekday is absolutely ridiculous. Trains will be overcrowded and transfers to other lines would be treacherous. Al of these etting around on metro more difficult? Metro should be increasing services, not reducing so that people will see that it's the most efficient way to get around. SW relies upon the 74 and P6 buses to connect it to commercial and transit centers in NW. We need those bus lines early in the morning and late at night, irrespective of Green and Yellow Line service	Bus Service Bus Service Operating Budget, Management and Spending Fares/Fees/Parking
Increased service with rate increase please consider how changes will affect the low income households who depend on the routes that take them to and from work or school We need this bus because some of us don't drive A lot of people rely on this vital service, and while I understand that budget adjustments need to be made for Metro, I think it is sickening to target the most vulnerable people, which these proposed cuts do. My daughter is young, but I expect that as she gets older, she will need to use MetroAccess extensively. So while she does not use it now, I expect these changes would greatly impact our family in the future and would decrease what little independence she may be able to attain some day. It is wonderful seeing more and more people with disabilities in the workforce and visible in society. MetroAccess makes that possible. Please do not contribute to pushing people back into the shadows. Employees have been forced to commute in to offices again and these changes would make getting there much more difficult and time consuming. Eliminating rush hours during the weekday is absolutely ridiculous. Trains will be overcrowded and transfers to other lines would be treacherous. All of these changes are steps in the wrong direction. How can you remove parking and at the same time make getting around on metro more difficult? Metro should be increasing services, not reducing so that people will see that it's the most efficient way to get around. SW relies upon the 74 and P6 buses to connexit it commercial and transit centers in NW. We need those bus lines early in the morning and late at night, irrespective of Green and Yellow Line service levels at Waterfront and L'Enfant Plaza stations.	Bus Service Bus Service Operating Budget, Management and Spending
Increased service with rate increase please consider how changes will affect the low income households who depend on the routes that take them to and from work or school We need this bus because some of us don't drive A lot of people rely on this vital service, and while I understand that budget adjustments need to be made for Metro, I think it is sickening to target the most vulnerable people, which these proposed cuts do. My daughter is young, but I expect that as she gets older, she will need to use MetroAccess extensively. So while she does not use it now, I expect these changes would greatly impact our family in the future and would decrease what little independence she may be able to attain some day. It is wonderful seeing more and more people with disabilities in the workforce and visible in society. MetroAccess makes that possible. Please do not contribute to pushing people back into the shadows. Employees have been forced to commute in to offices again and these changes would make getting there much more difficult and time consuming. Eliminating rush hours during the weekday is absolutely ridiculous. Trains will be overcrowded and transfers to other lines would be treacherous. All of these changes are steps in the wrong direction. How can you remove parking and at the same time make getting around on metro more difficult? Metro should be increasing services, not reducing so that people will see that it's the most efficient way to get around. SW relies upon the 74 and P6 buses to connect it to commercial and transit centers in NW. We need those bus lines early in the morning and late night, irrespective of Green and Yellow Line service levels at Waterfront and L'Enfant Plaza stations. Increasing the wait times between trains and buses will not encourage ridership. The proposed line cuts	Bus Service Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service
Increased service with rate increase please consider how changes will affect the low income households who depend on the routes that take them to and from work or school We need this bus because some of us don't drive A lot of people rely on this vital service, and while I understand that budget adjustments need to be made for Metro, I think it is sickening to target the most vulnerable people, which these proposed cuts do. My daughter is young, but I expect that as she gets older, she will need to use MetroAccess extensively. So while she does not use it now, I expect these changes would greatly impact our family in the future and would decrease what little independence she may be able to attain some day. It is wonderful seeing more and more people with disabilities in the workforce and visible in society. MetroAccess makes that possible. Please do not contribute to pushing people back into the shadows. Employees have been forced to commute in to offices again and these changes would make getting there much more difficult and time consuming. Eliminating rush hours during the weekday is absolutely idiculous. Trains will be overcrowded and transfers to other lines would be tracherous. All of these changes are steps in the wrong direction. How can you remove parking and at the same time make getting around on metro more difficult? Metro should be increasing services, not reducing so that people will see that it's the most efficient way to get around. SW relies upon the 74 and P6 buses to connect it to commercial and transit centers in NW. We need those bus lines early in the morning and late at night, irrespective of Green and Yellow Line service levels at Waterfront and L'Enfant Plaza stations. Increasing the wait times between trains and buses will not encourage ridership. The proposed line cuts especially to bus lines will harm harm the socioeconomically disadvantaged the most	Bus Service Bus Service Operating Budget, Management and Spending Fares/Fees/Parking
Increased service with rate increase please consider how changes will affect the low income households who depend on the routes that take them to and from work or school We need this bus because some of us don't drive A lot of people rely on this vital service, and while I understand that budget adjustments need to be made for Metro, I think it is sickening to target the most vulnerable people, which these proposed cuts do. My daughter is young, but I expect that as she gets older, she will need to use MetroAccess extensively. So while she does not use it now, I expect these changes would greatly impact our family in the future and would decrease what little independence she may be able to attain some day. It is wonderful seeing more and more people with disabilities in the workforce and visible in society. MetroAccess makes that possible. Please do not contribute to pushing people back into the shadows. Employees have been forced to commute in to offices again and these changes would make getting there much more difficult and time consuming. Eliminating rush hours during the weekday is absolutely ridiculous. Trains will be overcrowded and transfers to other lines would be treacherous. Ali of these changes are steps in the wrong direction. How can you remove parking and at the same time make getting around on metro more difficult? Metro should be increasing services, not reducing so that people will see that it's the most efficient way to get around. SW relies upon the 74 and P6 buses to connect it to commercial and transit centers in NW. We need those bus lines early in the morning and late at night, irrespective of Green and Yellow Line service levels at Waterfront and L'Enfant Plaza stations. Increasing the wait times between trains and buses will not encourage ridership. The proposed line cuts especially to bus lines will harm harm the socioeconomically disadvantaged the most Public Transport should not be working according to economic profit, it is a service to facilitate mobility	Bus Service Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service
Increased service with rate increase please consider how changes will affect the low income households who depend on the routes that take them to and from work or school We need this bus because some of us don't drive A lot of people rely on this vital service, and while I understand that budget adjustments need to be made for Metro, I think it is sickening to target the most vulnerable people, which these proposed cuts do. My daughter is young, but I expect that as she gets older, she will need to use MetroAccess extensively. So while she does not use it now, I expect these changes would greatly impact our family in the future and would decrease what little independence she may be able to attain some day. It is wonderful seeing more and more people with disabilities in the workforce and visible in society. MetroAccess makes that possible. Please do not contribute to pushing people back into the shadows. Employees have been forced to commute in to offices again and these changes would make getting there much more difficult and time consuming. Eliminating rush hours during the weekday is absolutely ridiculous. Trains will be overcrowded and transfers to other lines would be treacherous. All of these changes are steps in the wrong direction. How can you remove parking and at the same time make getting around on metro more difficult? Metro should be increasing services, not reducing so that people will see that it's the most efficient way to get around. SW relies upon the 74 and P6 buses to connect it commercial and transit centers in NW. We need those bus lines early in the morning and late at night, irrespective of Green and Yellow Line service levels at Waterfront and L'Enfant Plaza stations. Increasing the wait times between trains and buses will not encourage ridership. The proposed line cutt especially to bus lines will harm harm the socioeconomically disadvantaged the most	Bus Service Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service Bus Service
Increased service with rate increase please consider how changes will affect the low income households who depend on the routes that take them to and from work or school We need this bus because some of us don't drive A lot of people rely on this vital service, and while I understand that budget adjustments need to be made for Metro, I think it is sickening to target the most vulnerable people, which these proposed cuts do. My daughter is young, but I expect that as she gets older, she will need to use MetroAccess extensively. So while she does not use it now, I expect these changes would greatly impact our family in the future and would decrease what little independence she may be able to attain some day. It is wonderful seeing more and more people with disabilities in the workforce and visible in society. MetroAccess makes that possible. Please do not contribute to pushing people back into the shadows. Employees have been forced to commute in to offices again and these changes would make getting there much more difficult and time consuming. Eliminating rush hours during the weekday is absolutely ridiculous. Trains will be overcrowded and transfers to other lines would be treacherous. All of these changes are steps in the wrong direction. How can you remove parking and at the same time make getting around on metro more difficult? Metro should be increasing services, not reducing so that people will see that it's the most efficient way to get around. SW relies upon the 74 and P6 buses to connect it to commercial and transit centers in NW. We need those bus lines early in the morning and late at night, irrespective of Green and Yellow Line service levels at Waterfront and L'Enfant Plaza stations. Increasing the wait times between trains and buses will not encourage ridership. The proposed line cuts especially to bus lines will harm harm the socioeconomically disadvantaged the most Public Transport should not be working according to economic profit, it is a service to facilitate mobility	Bus Service Bus Service Operating Budget, Management and Spending Fares/Fees/Parking Bus Service

Comment	Category
Please consider that SW DC is not service by many bus lines and only has one metro stop (two if you	
include L?Enfant). Cutting the P6 and 74 lines will impact primary low income working class	
Washingtonians and disproportionately affect access to public transit for Black and Brown	
Washingtonians. Please do not cut bus service in SW DC. Public transit is for the people that live in our	
neighborhoods. I?m a long time resident in SW DC and homeowner, and I still take these bus lines all	
over DC.	Bus Service
The G2 route is important to the Georgetown University community, particularly for staff with limited	Due Capiles
access to parking or other transportation and students who do not have cars.	Bus Service
Please do not cut the bus stops by Georgetown University! It is the only way for staff and students to	Due Capilea
affordably have transportation to the places we need to go!	Bus Service
please do not take away G2 it it my most used bus route Cutting the D2 and G2 routes is frankly ridiculous. You are cutting off multiple neighborhoods from	Bus Service
Metrorail access with an idiotic idea like that.	Bus Service
The G2 bus is the only bus that connects the Georgetown University area to most of NW and parts of	Bus service
NE DC. If that route would be cut, I would no longer have a way to get to my work using the bus	
without at least one change. The G2 already does not run that frequently and is often very full during	
commuting hours. Cutting it completely would leave lots of people without a public commuting option	
to Georgetown University. This would only increase reliance on personal vehicles, leading to more	
traffic congestion and parking issues in the area.	Bus Service
Please don't eliminate bus routes for those of us (and we are many) who need them. Eliminating bus	
routes is discrimination against those who choose public transport. Don't punish us.	Bus Service
The G2 are D2 are some of the ONLY options for public transportation in Georgetown. Taking them	
away would be an incredible hindrance to thousands of students, faculty, and staff at Georgetown	
University, as well as to the residents of Georgetown Neighborhood	Bus Service
1. The 42 and 43 buses should not reduce stops or service, they are essential for connecting Mt.	
Pleasant to downtown. 2. The G2 absolutely should not be eliminated, it is one of the few buses	
servicing the Georgetown area, and the only one for those traveling directly to Georgetown University,	
which includes the staff and students of the university, as well as tourists and many other visitors who	
would be left without options. Georgetown is an incredibly inaccessible neighborhood already for those	
of us using public transport, and this would significantly worsen the situation.	Bus Service
Keep the G2 Please, very vital to being ableb to get around DC	Bus Service
Georgetown/Burlieth as a whole are already so inaccessible to people with the lack of Metrorail stop in	
the neighborhood. Eliminating the G2, D6, and D2 would completely eliminate any mode of	
transportation for both Georgetown residents and individuals from DC who work within the	
neighborhood. It would be incredibly limiting for the hundred of On-Campus workers at Georgetown	
University as well as all of the individuals who work throughout Georgetown to provide the residents	
with goods and services which they rely on daily. It would also limit the young people within the	
neighborhoods options for getting to the rest of DC. This would limit the access to museums, galleries,	
shows, restaurants, etc which are found throughout all different corners of DC. Eliminating these would	
be incredibly harmful to all residents of DC.	Rail Service
As a Georgetown students, the G2 bus is one of the few forms of public transit accessible from	
Georgetown's campus. Getting rid of the G2 route would greatly inconvenience thousands of students	
and limit them from being able to travel off campus, such as to run errands or go grocery shopping.	
Georgetown students rely on this route. I would much rather Metro raise rates than the proposed service cuts. People need to get to work, to	Bus Service
the store, and explore the city. DC already has a horrible traffic problem. Cutting public transport would only increase it. Especially during rush hour when trains are already packed I can?t imagine less trains	Bus Service
Eliminating the G2 and the D6 makes it very difficult to get any transportation from Georgetown.	Bus service
Please at least keep the G2 route if possible.	Bus Service
Eliminating the G2, D2, and D6 routes and limiting routes that run on Wisconsin Avenue would	
effectively cut of Georgetown University students from the rest of the DC area. We have no metrorail	
stop, and rely entirely on Metrobus services to get around. For students who are impacted by financial	
hardship, eliminating our access to public transit makes it impossible to get off campus, as rideshare	
services are too expensive to rely on regularly. We students desire to explore our DC community and	
experience the opportunities that this city has to offer, and eliminating these routes completely	
eliminates our ability to do so. It also eliminates the ability for campus staff who rely on public transit	
to get to work using metrobus services. Please reconsider these proposals and keep the G2, D2, D6, 31,	
and 33 routes intact so that students and staff from Georgetown are not cut off from the rest of DC.	Operating Budget, Management and Spending
Metro is a public good. It's robust and reliable service is critical to enable the residents of DC to live and	-
work, and for visitors to our city to navigate freely without adding more dangerous car traffic to our	
already pedestrian-unfriendly streets. The false dichotomy of service decrease vs. fare increase is	
extremely disappointing. Budget shortfalls and new investment should be paid for primarily by (1) the	
many businesses and wealthiest residents who benefit immeasurably from a well-funded network of	
public transportation through progressive taxes, as well as (2) the many drivers who add vehicular	
traffic to our already busy streets through congestion tolls. They should not be paid for by our poorest	
residents, who rely heavily on this network to live and work.	Operating Budget, Management and Spending
D6 route is what I use for work and it is right outside my house	Bus Service
Eliminating the G2, D2, and D6 routes would further limit the already limited access to public	
transportation in the Georgetown neighborhood. Not only would this make getting around difficult for	
Georgetown students such as myself, but it would also complicate the commutes of the staff that allow	
the university to function. The lack of metrorail stop in Georgetown means that many people,	
especially the many students who don't have cars, are reliant on metrobus for transportation. Getting	Due Camina
rid of three of the most frequently used bus lines would be detrimental to these people.	Bus Service
Georgetown residents have no access to the rest of the city without the G2 bus line. It is crucial that it	Rus Sanira
remains operational to connect us with the rest of Washington. As a student residing in Georgetown, I am already affected by the lack of metrorail service to this	Bus Service
neighborhood. Altering or removing the G2, D6, D2 buses would severely impact my ability to travel to	
and from my residence. I consistently take the D2 or D6 to the Dupont Metro Station as a part of my	
commute. I believe that removing the G2 stop outside of the Georgetown University (O St) would also	
impact the student community based on comments from peers. I rely on the metro bus stops listed	
above that have served me for the last few years both for financial and safety reasons. I use these bus	
stops to get home at night when I do not feel safe walking alone and do not wish to use Ride Share	
apps such as Uber/Lyft due to their expensive costs. The DC Metro System must take into consideration	
the existing public transit in Georgetown and surrounding areas (or lack thereof) before choosing to	
remove accessible bus routes for individuals who rely on them as part of their daily routine.	Operating Budget, Management and Spending
I think there should be more investment from the city into the metro bus routes instead of cutting	1 - F - C
routes. If the city wants to get to net zero and reduce traffic conditions, then cutting routes is not the	
way to go. Lots of people also rely on the Metro system (buses, rail, etc) to get around and cannot	
afford another option, so cutting routes and raising fares are both bad ideas. Metro is a public service	
and shouldn't be focused on turning a profit. In fact, I would advocate for reducing or eliminating fares	
and shouldn?t be focused on turning a profit, in fact, I would advocate for reducing or eliminating fares while keeping or expanding services to under serviced parts of the city.	Bus Service

Read does not projected to work you work yo		
tagespress for a first series of a first series in the of a first serie	Comment	Category
pake to get of each of		
kara data data base is a product and a product and a product a base and a second a s		
decignment out out would gut of helicitudes in the possible out of the possible of anyon the possible of anyon the possible out of the possible ou		
add now notice based of a second of out over a field of all and all an		
 a de nord marter in de over a forme international and a second and a s		
a mice song ander song ander song and the so		Bus Service
Tank point Ex control Base of control and contend contend control and control and contend control and control	Please keep the G2 route. This is CRITICAL for students at Georgetown who use this service. Not having	
Heap is not any enclosed and there is an approximate web and approximate is a seried a	a metro stop makes using public transit difficult, but not having the G2 would make things much worse	
medo and any default and any default and any default and any default any defau	Thank you!	Bus Service
Since of a control and any alteriation public integration. Howe have them they are public integration. Since of a control integration.	Please do not terminate service around Georgetown University. It is already so isolated without a	
The G2 pass one of very two alloss age to the Gaegeboon negative for an uncertainty and uncera		
 It indicates by Goognation and and C relations and a prior to a startardie should be Gib e dimension be of the second control of the second c		Bus Service
diminstr. In 52 bo serve been of 10 brinnes word and informating instruction in the server of 10 brinnes of 10 bri		
us due 12.9 bits using yours has it as beawy used and relating you have his bus or you 12 of the provide of the		
minute. What would have been the pise of addining definition to be intered to use of the second of t		
bes by mining frequent structs. How you control or continuing the 21 lite of decision states or control of the 21 lite of decision st		
to the Sh_meter the Ph Burger of the port where inquire to set the locar symmetry is the weath must be set the set the set the weath must be set the set the set the weath must be set the set the set the weath must be set the set the set the weath must be set the set the set the weath must be set the set		
mach lager the is prior where i might not take the los any more 1 able and the 2,4 and 2, mark of the 2,0 and 5,0 you are lands of the los any more and and the los and t	to the S2.	Bus Service
regulary increases and related to these less a velo. page less one result of relations of relations of these less a velo. page less one result relations of the relati	I use the D6 bus regularly to commute to work and eliminating that line would make my commute	
Tip to cot the C2 and E3 you are buscless have in georgeoms and at of 15 subtres have in a subtres	much longer to the point where I might not take the bus any more. I also use the S2, H lines, 42 and 43	
Bits bree Resource Bits br		
Abit Composition in Glover Park a Interday way good and minimally accessible at e Har. Removing the ULG. Bot of the Way important a consist from the area and or impositely at all an analysis of the ULG. Bot of the Way important a consist from the area and or impositely at all an analysis of the ULG. Bot of the Way important a consist from the area and or imposite and or in the Way important and an all the ULG. Bot of the Way important a consist from the area and or imposite and or interview and or interview and area and an all the Way import and the ULG. Bot of the Way import and the Way i		
he b2 J. Do, and other way important bar order from this are would completely out of an entire of the second of Lomin outport are assisted and and Georgenow. Multice factor his his noted and the heat well that the heat and the heat well and the h		
action of Chom important areas like burken and Googeroum. Many tudents take this bur route and it is heavy reque physical structures grown and like stores and and the store of components of the context part of the route to get to the right or early for early and post and the stores and the context part of		
and it herewit vieted upon by students ranging from midles school regardues taulents. Several corpore employees and use here notes to the here yees viety MDNY HSMUND HSMU		
Corporter myouges also use there notes is git to the right every min DOVT REMOUT THESE USE DEVERSITY TOVE DEVERSITY. TO TOVE COMMUNITYIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII		
BODIES INFORMENTAL TO THE COMMUNITY INTO THE COMMUNITY INTO THE OWN YOU ON THE GRADUAL SHOPP INFORMENTAL TO THE COMMUNITY INTO THE OWN YOU ON THE COMMUNI		
The G2 Autor, along with the D2 and D5 routes, are one of the only ways out of the Gorgetown University nighbords and into the dy without outing the or ong integer levels (Integer Coarpo). Eliminating there avoid a finitis of the dy theore integer Coarpo). Eliminating there avoid a finitis of the dy theore integer Coarpo. Eliminating there avoid a finitis of the dy theore integer Coarpo. Eliminating there avoid a finitis of the dy theore integer Coarpo. Eliminating there avoid a finitis of the dy theore integer Coarpo. Eliminating there avoid a finitis of the dy theore integer Coarpo. Eliminating there avoid a finitis of the dy theore integer Coarpo. Eliminating there avoid a finitis of the dy theore integer Coarpo. Eliminating there avoid a finitis of the dy theore integer Coarpo. Eliminating there avoid a finitis of the dy theore integer Coarpo. Eliminating there avoid a finitis of the dy there avoid be focult and the dy the dy theore integer Coarpo. Elimination there avoid a finitis of the dy the dy theore integer Coarpo. Elimination there avoid a finitis of the dy theore integer Coarpo. Elimination the dy theore is	ROUTES IT WOULD BE DETRIMENTAL TO THE COMMUNITY!!!!!!!!	Bus Service
Lineardy berowen work work parent of the box work work work and work of the box work of the bo		
Elimical process would primarily effect be viscome students and reduce student travel to budget cuts, bud pases do not cut of the viscome process mell bases do not cut of the viscome process mell process does not address student to budget cuts, bud pases do not cut of the viscome process mell process and viscome process mell process and viscome process mell process and viscome process mello process and viscome process mello process and viscome process mello process and viscome proc		
Dubors and stele areas (reducing their economic presence in those areas – all of which are known for high-student sativity. Lundershaf milling service due to bugget cuts, but plesses due not us of the only public transt in a neghorbond. Decreasing service due to bugget sortiality due to bugget on they on transt to be safe, slap, clann, which is antifered by frequent, relable strotlel if posed can try on transt to be safe, slap, clann, which is antifered by frequent, relable strotlel if posed can try on transt to be safe, slap, clann, which is antifered by frequent, relable strotlel if posed can try on transt to be safe, slap, clann, which is antifered by frequent, relable strotlel if posed can try on transt to be safe, slap, clann, the strotle if the soft of the soft of the safe of the safe by the strotle if the soft of the soft of the safe of the safe by the strotle if the soft of the soft of the safe of the safe by the strotle if the soft of the soft of the safe of the safe by the strotle if the soft of the soft of the safe by the strotle if the soft of th	University shuttles (which only run on weekdays and are located on a far corner of campus).	
high starting ludget usin in englobering of usin to be baget usin, but please do not ut ut the out policit train in englobering ludget, Management and Spending which a skriede by frequent, reliable set to train to be set as sk, chean, eliable, and frequent, they will use the the set of D.C. We already do not have the S is the out'n vertice that connects Geogetown with the rest of D.C. We already do not have connects that connects Geogetown with the rest of D.C. We already do not have the S is the out'n vertice that connects Geogetown with the rest of D.C. We already do not have connects that connects Geogetown with the rest of D.C. We already do not have connects that connects Geogetown with the rest of D.C. We already do not have connects that connects Geogetown with the rest of D.C. We already do not have connects that connects which the dering of the out	Eliminating these routes would primarily effect low-income students and reduce student travel to	
only public transt in a neightorhol. Operating Budget, Management and Spending Decasing service does not address budget dorthall. Metri should be frocuing in budging ridentity, which is ablied by frequer, reliable service! Operating Budget, Management and Spending The G2 is the only route that comments Georgetow should be much better to rail. Frou Budget dorthall. Metri should be much better to rail. Operating Budget, Management and Spending The G2 is the only route that comments Georgetow should be much better to rail. Operating Budget, Management and Spending Description Service Description Georgetown, including students, as well as employees of Georgetown landershy who alrendy hear bases bus to route. Bus Service Bus Service Presst access built to excessibility M trouvel to the shouses bus to route. Bus Service Bus Service Presst access built to excessibility of Versions of Georgetown should be much be built for hear bus to the route in the route	DuPont and other areas (reducing their economic presence in those areas all of which are known for	
Decreasing service does not address budget abortfalls Metro ahould be focusing on building refeaching. Which is achieved by forequent, reliable and in the rest of D.C. We already do not have a metro and, if you eliminate this route, it will significantly impact the Gergetown students and community. You needs that kabout the advance integration of the cost of the rest of D.C. We already do not have a metro and, if you eliminate this route, it will significantly impact the Gergetown students and community. You needs that kabout the advance integration are integrated as a student stand the Cost is the diverse of the Cost of the cos		
which is achieved by frequent, reabile service if people can rey on transit to be añe, safe, dans the G2 is the only route that connects Georgetown with the rest of C. We already do not have a mere or all, if you eliminate this route, it significantly inpacts the Georgetown students and community. You need to that shout the already initiate accessibility. It would be much better to rate alle starts are complexely eliminate this route, it significantly inpacts and information of the G2. D2, and D6. There could be deeply nuinous for residents of the G2 is that is complexely eliminate the incurse. The service intervence incurse of the other the formation of the G2. D2, and D6. There could be deeply nuinous for residents of the resident is the incurse of the other intervence incurse of the other the resident intervence intervence incurse of the other intervence incurse of the resident is the intervence intervence incurse of the other the resident intervence intervence incurse of the other intervence incurse of the resident intervence intervence intervence incurse of the resident intervence intervence incurse of the resident intervence intervence intervence incurse of the resident intervence		Operating Budget, Management and Spending
energies Operating Budget, Management and Spending Perating Budget, Management and Spending Operating Budget, Management and Spending Perating Budget, Management and Spending Second Perating Budget, Management and Spending Second </td <td></td> <td></td>		
The G2 is the only route that connects Georgetown with the rest of D.C. We already do not have a metror all, if yoe alminate this route, if will splitchartly incute. The source of the second		Operating Budget Management and Spending
netro rail, fyou eliminate this route, it will significantly impact the Googetown students and community. You net already limited access to trave about net aready limited access to trave about net aready limited access to trave about net aready limited access to trave about net accessibility. It would hen who there to rail of the coll to the coll		Operating Budget, Management and Spending
community. You need to think about the already limited accessibility. It would be much better to rate arises than a complexible yelimited this route. BRASE do not cut all of the G2, D2, and D5. These cuts would be deeply unious for residents of Georgetown, including students, as well as employees of Georgetown University who already have buses would be incredibly inconvenient - 1 upper WMATA to reconsplexible there of the subset would be incredibly inconvenient - 1 upper WMATA to reconsplexible there of the subset would be incredibly inconvenient - 1 upper WMATA to reconsplexible that study at Georgetown Iniversity of folks to deriving in and congeting that part to the city. Eliminating the bus in further prevents access to that part of the city in a way that can only be designed to advance inequity and systemic inaccessible. It is assertial for Georgetown Students IIIIIIIIIII prevents access to that part of the city in a way that can only be designed to advance inequity and systemic inaccessible the bus strents. The subset studt have used My primary the user Dhat stadk, the G2 stee components the way to the subset Dhat stadk. It is already using the bus stee stadk have used My primary the georgetown, and its really the only viable option for getting from home to work. It Georgetown, and its really the only waible statk them and real to get for hom home to wark at Georgetown and would significantly reduce transportation privation for facture. It was that the de bus issee that stadk them and real on them to get to Georgetown University the de busing to the C3 should be detrimental to be tadents. The stade research the event the statem to C3 and D5 would be detrimental to be tadents. Staff the way that be subservice that are well as the University of the C3 of C3, can D6 would be detrimental to the detriment at the statem and real on the well well as service the statem table of an pus advould significantly reduce transportation privation for facture. The twee state that are used to the well policy to transport to		
rates than to completely eliminate this route. PEASE do not cut all of the C ₂ , O ₂ and D ₅ . These cut sould be deeply ruinous for residents of deongetown, including students, as well as employees of Georgetown University who already have limited access to trust thanks to the inaccessibility of Meroial service. Cuting all of the buses would be incredibly inconvenient - 1 urge WAIAT to reconsider its plans to cut all three of these vital bus routes. Bus Service Bus Service		
PEASE on to cut all of the 02, D2, and D5. These cuts would be depyth ruinous for residents of Gengretow, including students, are well as employees of coorgenow University who already have limited access to transit thanks to the inaccessibility of Metroail services. Cuting all of these buss would be incredibly inconvenient – Lunge WMATA to reconsider its plans to cut all three of these will bus routes. Please don't eliminate the G2111 it is esential for Georgetown Students IIIIIIIIIIII Implore you to not eliminate C21 bus service. To many people work and study at Georgetown University for folks to be driving in an dongesting that part of the clu, Eliminating the bus line further prevents access to that part of the cly. Iminating the bus lines that the goal all the way to the argues. It would be absurd to eliminate the G2 line. There were a lot of access where (cutority remember all of the bus lines that lawe used. My rimary way of getting around the city is by using the bus system, and will othen just figure out which bus is coming that will get and the way to the S. 50 have draisfully under-reported my bus use. That said, the G2 is deeply important to ongetting from hore to wark 14 Georgetown and this really the only vable oglino for faculty, staff, and residers doeple and of the day out due do not bus line going to Georgetown University on the eastern side of campus and would is ginflicantly reduce transportation options for faculty, staff, and residers doeple reduce that the man and rely on them to get to Georgetown University on the eastern side of campus and would is ginflicantly reduce transportation options for faculty, staff, and residents deeple reduce that the tam and rely on them to get to Georgetown University on the eastern side of the 20 PL copit rely on H1 Bus Service Do not eliminate the D2 Pleople rely on H1 Bus Service Difference the D2 Pleople rely on H1 Bus Service D3 Difference the D2 Pleople rely on H1 Bus Service D3 Difference the D2 Pleople rely on H1 Bus metros cooks the pleople rely on		Bus Service
Inited access to trank thanks to the inaccessibility of Metroral services. Cutting all of these buses would be incredibly inconvenient Lurge WMATA to reconsider ite plans to cut all three of these with the some service Bus Service Planse don't eliminate the C2111 It is assential for Geogratown Students/IIII/IIIIII Bus Service Bus Service University for folks to be driving in and congesting that part of the city. Eliminating the bus line to be driving in and congesting that part of the city. Eliminating the bus line to be driving in and congesting that the sits one bus that goes all the way to the abused to aliminate the C2110. Bus Service University for folks to be driving in and congesting that part of the city. Eliminating the bus line there is one bus that goes all the way to the abused to aliminate the C21 incomestent the C21 i		
would beinretBib incomeint – Lurge WMATA to reconsider is plans to util alt mee of these wild be browned. Brease don't eliminate the Q2111 it is essential for Georgetown Students111111111111 Bib Service August Au	Georgetown, including students, as well as employees of Georgetown University who already have	
bus routes. Bus Service Please don't eliminate the C2H III is essential for Georgetown StudentsHIIIIIIIIIII Ilimitarity for fick to be driving in and congesting that part of the city. Eliminating the bus line further provents access to that part of the city in a way that can only be designed to advance inequity and systemic inaccessibility. It is already outrageous that there is one bus that goes all the way to the systemic inaccessibility. It is already outrageous that there is one bus that goes all the way to the systemic inaccessibility. It is already outrageous that there is one bus that goes all the way to the systemic inaccessibility. It is already outrageous that there is one bus that goes all the way to the systemic inaccessibility. It is already outrageous that there is one bus that goes all the way to the systemic inaccessibility. It is already outrageous that there is one bus that goes all the way to the systemic and the city is you good the city outrageous that the to be is one has the system, and it will othen just figure out which bus is coming that will get me form where i an to where i need to be. So I have drastically under-reported my work at Georgetown, and it's really the only values option for getting from home to work at Georgetown and bus line going Georgetown University on the eastern side of campus and would significantly reduce transportation options for faculty, staff, and students Gutting off access from Georgetown and Burleith to the dupont circle / red line areas with the area. We have no other public transit in that section of the city. Cutting off our only option is Bus Service PLEASE PLEASE PLEAS	limited access to transit thanks to the inaccessibility of Metrorail services. Cutting all of these buses	
Please don't eliminate the G2111 fits essential for Georgetown Students111111111111 Imporeyou to not eliminate G2 baservice. To many people work and study at Georgetown University for folks to be driving in and congesting that part of the city. Eliminating the bus line further prevents access to that part of the city in a way that can only be designed to advance inequity and systemic inaccessibility. It is already outrageous that there is one bus that goes all the way to the Gampus. It would be absurd to eliminate the G2 ine. There were a lot of cases where I could't remember all of the bus lines that 1 have used. My primary way of getting around the city is by using the bus system, and I will often just figure out which bus is coming that willige the from where all of the bus lines that 1 have used. My primary way of getting around the city is by using the bus system, and I will often just figure out which bus is coming that willige and be only bus uses prices and be avere to be. So I have distalcill under-reported my bus use. That said, the G2 i deeply important to Georgetown students. Dure terminate C2 and D5, mary students take them and rely on them to get to Georgetown University Dus students. Cutting off access from Georgetown and Burleith to the dupont circle / red line area with the elimination of the G2, D2, and D6 would be detrimental to the students, staff, and residents of the area. We have no other public transf. In that section of the city. Cutting off our only option is bus Service Don celliminate the D2 People with its the there construct to the wider D2. Reporte with the elimination of the G2, D2, and D6 would be detrimental to the students (5500) of them construct to the wider D2. Reporte with the elimination context: Georgetown undergraduate students (5500) of them construct to the wider D2. Reporte with the elimination to the C2 and performs students to the weekend. This would also make my life wery ad and inconvenient. We are willing to endure higher fares, we understand that it is a time o	would be incredibly inconvenient I urge WMATA to reconsider its plans to cut all three of these vital	
Implore you to not eliminate G2 bus service. Too many people work and study at Georgetown undersity for folds to be driving in and congesting that part of the city. Illiminating the bus line further prevents access to that part of the city in a way that can only be designed to advance inequity and ystemic inaccessibility. It is already outrageous that there is one bus that goes all the way to the sus favore. There were a lot of cases where i couldn't emember all of the bus lines that I have used. My primary way of getting around the city is by using the bus system, and it will origit figure out which bus is coming that will get me from where I am to where i need to be. So I have drastically under-reported my bus use. That sid, the C 2 is deeply important to my dialy commute. It's whall use to get from home to work at Georgetown, and it's really the only vable option for getting from home to work. Bus Service The 2 Aus is starting the G2 and D2, there would be no bus line going to Georgetown. University on the eastern side of campus and would big significantly reduce transportation options for faculy, staff, and students Cuting off access from Georgetown and Burleith to the dupont circle / red line area with the eliminate the D2 I beopie rely on itI Bus Service Cuting off access from Georgetown undergraduate students (7500) of them conneter public transportation use service during the origit of store work and are reliant on the G2 to get us into the neighborhood. Getting rid of the G2 route. It is the world be are veloced and as such are reliant on the G2 to get us into the neighborhood. Getting rid of this route would be are budget. Marka weekend. This would also make mm (if werey stad and inconvenient. We are willing to endure higher fares, we understhat use off to caperotin areas that dort they ento areace	bus routes.	
University for folis to be driving in and congesting that part of the city. Eliminating the bus line further prevents access to that part of the city in a wy state and on hy be designed to advance inequely and system in accessibility. It is already outrageous that there is one bus that goes all the way to the bus due to the liminate the G2 line. Bus service Bus service Control to the system, and it's really the only value of the dratical till under reported my way of getting around the city is by using the bus system, and u'is really the only value of the dratical till under reported my way of getting around the C2 and D5, many students to the met to get to Getting the more where a life of the use to get form home to way. Bus Service Bus Bu	v	Bus Service
prevents access to that part of the city in a way that can only be designed to advance inequity and systemic inaccessibility. It is alreed youtrageous that there is one bus that gees all the way to the systemic inaccessibility. It is alreed youtrageous that there is one bus that gees all the way to the systemic inaccessibility. It is alreed youtrageous that there is one bus that a law used. May primary way of getting around the city is buing the bus system, and I will often just figure out which bus is coming that will get me from where I am to where i need to bus. So I have drastically under-reported my bus use. That sink the G2 langeby important to my daily commute. It's what I use to get from home to work at Georgetown, and i's really the only viable option for getting from home to work. Bus Service The 20 us is extrated to Georgetown students Don't eliminate G2 and D2, there would be no bus line going to Georgetown University on the eastern side of campus and would significantly reduce transportation options for faculty, staff, and students attudents attudents caess from Georgetown and Burleith to the dupont circle / red line area with the elimination of the G2, D2, and D6 would be detrimental to the students, staff, and residents of the ace. We have no there public transit in that section of the city. Curcling of our only option is us Service The Service Provide Campus and would significantly reduce transportation option is us derive the D2 People rely on II PLASE PLASE PLASE PLESE		
systemi inaccessibility. It is already outrageous that there is one bus that goes all the way to the goes sonice control of access where I couldn't remember all of the bus lines that I have used. My primary way of getting around the city is by using the bus system, and I vill often just figure out which bus is control of access where I couldn't remember all of the bus lines that I have used. My primary way of getting around the city is by using the bus system, and I vill often just figure out which bus is control of the city is by using the bus system, and I vill often just figure out which bus is to ward a Coergetown, and I's cally the only viable option for getting from home to ward accession of the city and the only viable option for getting from home to ward to see often on the only the only viable option for getting from home to ward to see often on the oth bus is gong to Georgetown University on the eastern side of canpus and would significantly reduce transportation options for faculy, staff, and cital sets sets from Georgetown and Burletht to the dupont circle / red line area with the elimination of the C2, D2, and D6 would be detrimentate to the students of the C2, D2, and D6 would be detrimentate to the students of the C2, D2, and D6 would be detrimentate to the students of the C2 nould be the main regraduate students (7500) of the call sets evice. Dancel liminate the D21 Poople rod not III would also make my life wery thing, during the weekend, which connects Georgetown students (7500) of the call sets of the city or are erised with the for the C2 nour, and the neighborhood. Getting rid of the Source would have is resolved must and such the staff of the C2 sput are staff or the city on a resolved wherestimate the students of the city are are staff or the city on a resolved wherestimate the students of the staff or a city like DC. Cosput and staff or a city like DC. Cosput and staff or a city like DC. Cosput and staff or city like DC. Cosput and staff or city like DC. Cosput and staff or city read th		
campus It would be absurd to eliminate the G2 line. Bus Service There were alor of cases where I couldn't remember all of the bus lines that I have used. My primary Way of getting around the city is by using the bus system, and I will often just figure out which bus is Bus Service the city is deprived by important to my daily commute. It's what I use to get from home to work. Bus Service bus use. That sail to Goorgetown yills take them and rely on them to get to Georgetown University. Bus Service Don't eliminate G2 and D6, many students take them and rely on them to get to Georgetown University. Bus Service Don't eliminate G2 and D6, many students take them and rely on them to get to Georgetown University. Bus Service Don't eliminate of C2 and D6, many students take them and rely on them to get to Georgetown University. Bus Service Cutting off access from Georgetown and Burleith to the dupont circle / red line area with the Bus Service Cutting off access from Georgetown and Burleith to the dupont circle / red line area with the Bus Service Cutting off access from Georgetown and Burleith to the dupont circle / red line area with the Bus Service PLASE PLEASE PLEASE PLEASE PLEASE Do not get rid of the G2 rout. It is the very thing, during the weekend, which connects Georgetown undergraduate students (7500) of them connected to the wider DC community. Our campus bus service deso not run on the weekend and as such we are reliant on the G2 to get us into the negliberhood. Getting rid of this route would have catostrophic effects for local businesses and georgetown students to would aso		
There were a lot of cases where I couldn't remember all of the bus lines that I have used. My primary way of getting around the city is by using the bus system, and I will often just figure out which bus is coming that will get me from where I and to where I need to be. So I have drastically under-reported my bus use. That said, the G2 is deeply important to my daily commute. It's what I use to get from home to work at Georgetown, and it's really the only value botion for getting from home to work. Bus Service Don't eliminate G and Dp6, amy students take them and rely on them to get to Georgetown University Bus Service Don't eliminate G and Dp6, amy students take them and rely on them to get to Georgetown University Bus Service With the elimination of the G2 and D2, there would be no bus line going to Georgetown University Bus Service With the elimination of the G2, D2, and D6 would be detiminated to the students, staff, and reidents of the elimination of the G2, D2, and D6 would be detiminated to the students, staff, and reidents of the area. We have no other public transit in that section of the G2 route. It is the very thing, during the weekend, which commensus density and margraduate students (7500) of them connected to the wider DC commonics. Georgetown students (7500) of them connected to the wider DC commonics. Georgetown students (7500) of them dim converient. We are willing to endure higher fares, we understand that it is at line of budget shortfalls. However, don't do that by eliminating the communities favorite routes- that would be a real Please Endures are Georgetown. This would also make my life yery sad and inconverient. We are willing the officult for University staff to get to work in areas that don't have net access. Please do not remove G2 which stops at Georgetown. Thank you These proposed thanges are exercises, would marken that is at line of budget changes, both in service ust and fare increases, would marken that it more studest thave neth access. Please do not remove G2 which stops at Ge		Bus Service
way of getting around the city is by using the bus system, and I will often just figure out which bus is coming that will get me from where I am to where I need to be. So I have drastically under-reported my work at Georgetown, and I's really the only viable option for getting from home to work. Bus Service The G2 bus is extremely important to Georgetown students Don't eliminate G2 and D6, many students take them and rely on them to get to Georgetown University Bus Service The castem side of campus and would significantly reduce transportation options for faculty, staff, and students Cutting off access from Georgetown and Burleht to the dupont cicle / red line area with the eliminate the C2 Point of Carpus and would significantly reduce transportation options for faculty, staff, and residents of the area. We have no other public transit in that section of the city. Cutting off our only option is area. We have no other public transit in that section of the City. Cutting off our only option is area. We have no other public transit in that section of the City. Cutting off our only option is sub service Don te liminate the D2I People rely on it! Bus Service Don te liminate the D2I People rely on it! Bus Service Don te liminate the D2I People rely on it! Bus Service Conserved to the wider DC community. Our campus bus service does not run on the weekend and as such we are relighborhood. Getting rid of the G2 route. It is the very thing, during the weekend, which got submets route are services word haves and inconvenient. We are willing to endure higher frave, we understand that it is a time of budget shortfalls. However, don't do that by eliminating the communities favorite routes- that would be a rel have metro access. Please of not remew G2 which stops at Georgetown. Thank you These proposed thanges are extremely disappointing, especially for a city like DC. DC's public transit fares are already more expensive than other cities for the service they provide. I have provides in fares are already more expensive than o		
coming that will get me from where I and to where I need to be. So I have drastically under-reported my bus use: That said, the G2 is deeply important to widally commute. It's what i use to get from home to work at Georgetown, and it's requility the only viable option for getting from home to work. Bus Service Don't eliminate C2 and D6, many students take them and rely on them to get to Georgetown University on the eastern side of campus and would significantly reduce transportation options for faculty, staff, and students Bus Service Outling off access from Georgetown and its request the dupont circle / red line area with the elimination of the G2, D2, and D6 would be detrimental to the dupont circle / red line area with the elimination of the G2, D2, and D6 would be detrimental to the students, staff, and residents of the area. We have no other public transit in that section of the circ. Cutting off our only option is Bus Service Bus Service PLASE PLEASE P	way of getting around the city is by using the bus system, and I will often just figure out which bus is	
bus use. That said, the G2 is deeply important to my daily commute. It's what lue to get from home to work at Georgetown, and it's really the only viable option for getting from home to work. Bus Service Both EG 2D us is extremely important to Georgetown students Bus Service Don't eliminate G2 and D6, many students take them and rely on them to get to Georgetown University With the elimination of the G2 and D2, there would be no usin line going to Georgetown University the eastern side of campus and would significantly reduce transportation options for faculty, staff, and students Bus Service Cutting off access from Georgetown and Burleith to the dupont circle / red line area with the elimination of the G2, D2, and D6 would be detrimental to the students, staff, and residents of the area. We have no ther public trainsl in that section of the cir. Utting off our only option is Do not eliminate the D2I People rely on it! Bus Service PLEASE PLEASE PLEASE PLEASE PLEASE PLEASE DLEASE to not get rid of the G2 route. It is the very thing, during the weekend, which connects Georgetown undergraduate students (7500) of them connected to the wider DC community. Our campus bus service does not run on the weekend and as south we are reliant on the 2 to get us int to the neighborhood. Certaing rid of this route would have catostrophic effects for local busineses and georgetown students-you are seriosuly underestimating what value this route provides to GU students on the weekend. This would also make my life very sad and inconvenient. We are willing to endure higher fares, we understand that it is time of budget shortfalls. However, don't do that by eliminating the communities favorite routes- that would be a real liminating the G2 would make thime difficult for activike DC. DC's public transit		
The G2 bus is extremely important to Georgetown students Don't eliminate G2 and D6, many students take them and rely on them to get to Georgetown University On the eastern side of campus and would significantly reduce transportation options for faculty, staff, and students Cutting off access from Georgetown and Burleith to the dupont circle / red line area with the elimination of the G2, D2, and D6 would be no businessing to Georgetown University On the eastern side of campus and would be detrimental to the students, staff, and residents of the area. We have no other public transit in that section of the city. Cutting off access from Georgetown and Burleith to the dupont circle / red line area with the elimination of the G2, D2, and D6 would be detrimental to the students, staff, and residents of the area. We have no other public transit in that section of the city. Cutting off access from Georgetown undergraduate students (7500) of them connected to the wider DC Community. Our campus bus service does not run on the weekend and as such we are reliant on the G2 to get us into the neighborhood. Getting rid of this route would have catostrophic effects for local businesses and georgetown students: you are seriously underestimating what value this route provides to GU students on the weekend. This would also make my life very sad and inconvenient. We are willing to endrure higher fares, we understand that it is a time of budget shortfalls. However, don't do that by eliminating the communities favorite routes: that would be a real! Operating Budget, Management and Spending Eliminating the G2 would make it more difficult for University staff to get to work in areas that don't have metro access. Please do not remove G2 which stops at Georgetown. Thank you Bus Service Bus		
Don't eliminate G2 and D6, many students take them and rely on them to get to Georgetown University on the eastern side of campus and would significantly reduce transportation options for faculty, staff, and students Bus Service Cutting off access from Georgetown and Burleith to the dupont circle / red line area with the elimination of the G2, D2, and D6 would be detrimental to the students, staff, and residents of the area. We have no other public transit in that section of the city. Cutting off our only option is Do not eliminate the D21 People rely on it! Bus Service Di transit ethe D21 People rely on it! Bus Service Di transit in that section of the G2, D2, and D6 would be detrimental to the students, staff, and residents of the area. We have no other public transit in that section of the city. Cutting off our only option is Do not elimination of the G2, D2, and D6 would be detrimental to the students, to the students (7500) of them connected to the wider DC community. Our campus bus service does not run on the weekend and as such we are reliant on the G2 to get us into the neighborhood. Getting rid of this route would have catostrophic effects for local businesses and georgetown students- you are seriosuly underestimating and inconvenient. We are willing to endure higher fares, we understand that it is a time of budget Eliminating the G2 would make it more difficult for University staff to get to work in areas that don't have metro access. Please do not remove G2 which stops at Georgetown. Thank you These proposed changes are extremely disappointing, especially for a city like DC. DC's public transit fares are already more expensive than other citles for the service they provide. It have previously considered getting rid of my presonal whiche to use public transportation onny in DC, but the proposed changes, both in service cuts and fare increases, would make that impossible for me. The G2 and D6 are the only way most Georgetown employees can get to their jobs. Please keep those routes or people will have	work at Georgetown, and it's really the only viable option for getting from home to work.	Bus Service
With the elimination of the G2 and D2, there would be no bus line going to Georgetown University on the eastern side of campus and would significantly reduce transportation options for faculty, staff, and students Bus Service Cutting off access from Georgetown and Burleith to the dupont circle / red line area with the elimination of the G2, D2, and D6 would be detrimental to the students, staff, and residents of the area. We have no other public transit in that section of the city. Cutting off our only option is Bus Service Bus Service Do not eliminate the D2I People rely on it! Bus Service Bus Service PLEASE PLEASE PLEASE PLEASE DLEASE Do not get rid of the G2 route. It is the very thing, during the weekend, which connects Georgetown undergraduate students (7500) of them connected to the wide DC community. Our campus bus service does not run on the weekend and as such we are reliant on the G2 to get us into the neighborhood. Getting rid of this route would have catostrophic effects for local businesses and georgetown students- you are seriosuly underestimating what value this route provides to GU students on the weekend. This would also make my life very sad and inconvenient. We are willing to endure higher fares, we understand that it is a time of budget shortfalls. However, don't do that by eliminating the Communities favorite routes- that would be areal Departing Budget, Management and Spending Operating Budget, Management and Spending Eliminating the G2 would make it more difficult for University staff to get to work in areas that don't have metro access. MetroAccess Please do not remove G2 which stops at Georgetown. Thank you Bus Service <	The G2 bus is extremely important to Georgetown students	
the eastern side of campus and would significantly reduce transportation options for faculty, staff, and students Bus Service Cutting off access from Georgetown and Burleith to the dupont circle / red line area with the elimination of the G2, D2, and D6 would be detrimental to the students, staff, and residents of the area. We have no other public transit in that section of the city. Cutting off our only option is Do not eliminate the D2I People rely on it! PLASE PLEASE PLEASE PLEASE PLEASE DLEASE DLEASE DLEASE DLEASE DLEASE DLEASE PLEASE DLEASE PLEASE PLEASE DLEASE PLEASE PLEASE PLEASE PLEASE PLEASE PLEASE PLEASE PLEASE PLEASE DLEASE PLEASE DLEASE PLEASE DLEASE please and explaint of the G2 route. It is the very thing, during the weekend, which connects Georgetown undergraduate students (7500) of them connected to the wider DC community. Our campus bus service does not run on the weekend and as such we are reliant on the G2 to get us into the neighborhood. Getting rid of this route would have catostrophic effects for local businesses and georgetown students-you are seriosuly underestimating what value this route provides to GU students on the weekend. This would also make my life very tain inconvenient. We are willing to endure higher fares, we understand that it is a time of budget shortfalls. However, don't do that by eliminating the communities favorite routes- that would be a real Eliminating the G2 would make it more difficult for university staff to get to work in areas that don't have metro access. Please do not remove G2 which stops at Georgetown. Thank you These proposed changes are extremely disappointing, especially for a city like DC. DC's public transit fares are already more expensive than other cities for the service they provide. I have previously considered getting rid of my personal vehicle to use public transportation only in DC, but the proposed changes, both in service cuts and fare increases, would make that impossible for me. The G2 and D6 are the only way most Georgetown employees can g		Bus Service
students Bus Service Cutting off access from Georgetown and Burleith to the dupont circle / red line area with the elimination of the G2, D2, and D6 would be detrimental to the students, staff, and residents of the area. We have no other public transit in that section of the city. Cutting off our only option is Do not eliminate the D2! People rely on it! Bus Service DEASE PLEASE PLEASE PLEASE PLEASE PLEASE Do not get rid of the G2 route. It is the very thing, during the weekend, which connects Georgetown undergraduate students (7500) of them connected to the wider DC community. Our campus bus service does not run on the weekend and as such we are reliant on the G2 to get us into the neighborhood. Getting rid of this route would have catostrophic effects for local businesses and georgetown students- you are seriosuly underestimating what value this route provides to GU students on the weekend. This would also make my life very sad and inconvenient. We are willing to endure higher fares, we understand that it is a time of budget shortfalls. However, don't do that by eliminating the communities favorite routes- that would be a real Eliminating the G2 would make it more difficult for University staff to get to work in areas that don't have metro access. MetroAccess MetroAccess Please do not remove G2 which stops at Georgetown. Thank you Please do not remove G2 which stops at Georgetown. Thank you Considered getting rid rid my personal vehicle to use public transposible for me. the G2 and D6 are the only way most Georgetown employees can get to their jobs. Please keep those considered getting rid of my personal vehicle to use public transposible for me. The G2 and D6 are the only way most Georgetown employees can get to their jobs. Please keep those routes or people will have to seek other employment, which given the current employment climate, is		
Cutting off access from Georgetown and Burleith to the dupont circle / red line area with the elimination of the G2, D2, and D6 would be detrimental to the students, staff, and residents of the area. We have no other public transit in that section of the city. Cutting off our only option is Bus Service Do not eliminate the D21 People rely on it! Bus Service Bus Service PLEASE PLEASE PLEASE PLEASE Do not get rid of the G2 route. It is the very thing, during the weekend, which connects Georgetown undergraduate students (7500) of them connected to the wider DC community. Our campus bus service does not run on the weekend and as such we are reliant on the G2 to get us into the neighborhood. Getting rid of this route would have catostrophic effects for local businesses and georgetown students- you are seriosuly underestimating what value this route provides to GU students on the weekend. This would also make my life very sad and inconvenient. We are willing to endure higher fares, we understand that it is a time of budget shortfalls. However, don't do that by eliminating the communities favorite routes- that would be a real Operating Budget, Management and Spending Please do not remove G2 which stops at Georgetown. Thank you Bus Service Bus Service These proposed changes are extremely disappointing, especially for a city like DC. DC's public transit fares are already more expensive than other cites for the service they provide. I have previously considered getting rid of my personal vehicle to use public transit for me. Bus Service The G2 and D6 are the only way most Georgetown employment to their jobs. Please keep those Bus Service		Pue Sonico
elimination of the G2, D2, and D6 would be detimental to the students, staff, and residents of the area. We have no other public transit in that section of the city. Cutting off our only option is Bus Service Do not eliminate the D2I People rely on it! Bus Service Ditable TLASE PLEASE PLEASE PLEASE PLEASE DEASE ADE ADE ADE ADE ADE ADE ADE ADE ADE AD		DUS SELVICE
area. We have no other public transit in that section of the city. Cutting off our only option is Bus Service Do not eliminate the D2I People rely on it! Bus Service PLEASE PLEASE PLEASE PLEASE PLEASE PLEASE Do not get rid of the G2 route. It is the very thing, during the weekend, which connects Georgetown undergraduate students (7500) of them connected to the wider DC community. Our campus bus service does not run on the weekend and as such we are reliant on the G2 to get us into the neighborhood. Getting rid of this route would have catostrophic refets for local businesses and georgetown students- you are seriosuly underestimating what value this route provides to GU students on the weekend. This would also make my life very sad and inconvenient. We are willing to endure higher fares, we understand that it is a time of budget shortfalls. However, don't do that by eliminating the communities favorite routes- that would be a real Eliminating the G2 would make it more difficult for University staff to get to work in areas that don't have metro access. MetroAccess Please do not remove G2 which stops at Georgetown. Thank you Bus Service These proposed changes are extremely disappointing, especially for a city like DC. DC's public transit fares are already more expensive than other citles for the service they provide. I have previously considered getting rid of my personal vehicle to use public transportation only in DC, but the proposed changes, both in service cuts and fare increases, would make that impossible for me. Bus Service The G2 and D6 are the only way most Georgetown employment. Which given the current employment climate, is Bus Service		
Do not eliminate the D2I People rely on it! PLEASE PLEASE PLEASE PLEASE DELASE DELASE DO not get rid of the G2 route. It is the very thing, during the weekend, which connects Georgetown undergraduate students (7500) of them connected to the wider DC community. Our campus bus service does not run on the weekend and as such we are reliant on the G2 to get us into the neighborhood. Getting rid of this route would have catostrophic effects for local businesses and georgetown students- you are seriosuly underestimating what value this route provides to GU students on the weekend. This would also make my life very sad and inconvenient. We are willing to endure higher fares, we understand that it is a time of budget shortfalls. However, don't do that by eliminating the communities favorite routes- that would be a real Eliminating the G2 would make it more difficult for University staff to get to work in areas that don't have metro access. Please do not remove G2 which stops at Georgetown. Thank you These proposed changes are extremely disappointing, especially for a city like DC. DC's public transit fares are already more expensive than other cities for the service they provide. I have previously considered getting rid of my personal vehicle to use public transportation only in DC, but the proposed changes, both in service cuts and fare increases, would make that impossible for me. The G2 and D6 are the only way most Georgetown employees can get to their jobs. Please keep those routes or people will have to seek other employment, which given the current employment climate, is		Bus Service
PLEASE PLEASE PLEASE PLEASE PLEASE PLEASE DLEASE Do not get rid of the G2 route. It is the very thing, during the weekend, which connects Georgetown undergraduate students (7500) of them connected to the wider DC community. Our campus bus service does not run on the weekend and as such we are reliant on the G2 to get us into the neighborhood. Getting rid of this route would have catostrophic effects for local businesses and georgetown students- you are seriosuly underestimating what value this route provides to GU students on the weekend. This would also make my life very sad and inconvenient. We are willing to endure higher fares, we understand that it is a time of budget shortfalls. However, don't do that by eliminating the communities favorite routes- that would be a real Eliminating the G2 would make it more difficult for University staff to get to work in areas that don't have metro access. Please do not remove G2 which stops at Georgetown. Thank you These proposed changes are extremely disappointing, especially for a city like DC. DC's public transit fares are already more expensive than other cities for the service they provide. I have previously considered getting rid of my personal vehicle to use public transportation only in DC, but the proposed changes, both in service cuts and fare increases, would make that impossible for me. Bus Service These or poosel will have to seek other employment, which given the current employment climate, is		
thing, during the weekend, which connects Georgetown undergraduate students (7500) of them connected to the wider DC community. Our campus bus service does not run on the weekend and as such we are reliant on the G2 to get us into the neighborhood. Getting rid of this route would have catostrophic effects for local businesses and georgetown students- you are seriosuly underestimating what value this route provides to GU students on the weekend. This would also make my life very sad and inconvenient. We are willing to endure higher fares, we understand that it is a time of budget shortfalls. However, don't do that by eliminating the communities favorite routes- that would be a real Eliminating the G2 would make it more difficult for University staff to get to work in areas that don't have metro access. Please do not remove G2 which stops at Georgetown. Thank you Please do not remove G2 which stops at Georgetown. Thank you These proposed changes are extremely disappointing, especially for a city like DC. DC's public transit fares are already more expensive than other cities for the service they provide. I have previously considered getting rid of my personal vehicle to use public transportation only in DC, but the proposed changes, both in service cuts and fare increases, would make that impossible for me. The G2 and D6 are the only way most Georgetown employees can get to their jobs. Please keep those routes or people will have to seek other employment, which given the current employment climate, is		
such we are reliant on the G2 to get us into the neighborhood. Getting rid of this route would have catostrophic effects for local businesses and georgetown students- you are seriosuly underestimating what value this route provides to GU students on the weekend. This would also make my life very sad and inconvenient. We are willing to endure higher fares, we understand that it is a time of budget shortfalls. However, don't do that by eliminating the communities favorite routes- that would be a real Eliminating the G2 would make it more difficult for University staff to get to work in areas that don't have metro access. Please do not remove G2 which stops at Georgetown. Thank you Please do not remove G2 which stops at Georgetown. Thank you Please do not remove G2 which stops at Georgetown. Thank you Please do not remove G2 which stops at Georgetown they provide. I have previously considered getting rid of my personal vehicle to use public transportation only in DC, but the proposed changes, both in service cuts and fare increases, would make that impossible for me. The G2 and D6 are the only way most Georgetown employees can get to their jobs. Please keep those routes or people will have to seek other employment, which given the current employment climate, is	thing, during the weekend, which connects Georgetown undergraduate students (7500) of them	
catostrophic effects for local businesses and georgetown students- you are seriosuly underestimating what value this route provides to GU students on the weekend. This would also make my life very sad and inconvenient. We are willing to endure higher fares, we understand that it is a time of budget shortfalls. However, don't do that by eliminating the communities favorite routes- that would be a real operating Budget, Management and Spending Eliminating the communities favorite routes- that would be a real operating Budget, Management and Spending Eliminating the G2 would make it more difficult for University staff to get to work in areas that don't have metro access. MetroAccess Elease do not remove G2 which stops at Georgetown. Thank you Bus Service These proposed changes are extremely disappointing, especially for a city like DC. DC's public transit fares are already more expensive than other cities for the service they provide. I have previously considered getting rid of my personal vehicle to use public transportation only in DC, but the proposed changes, both in service cuts and fare increases, would make that impossible for me. Bus Service The G2 and D6 are the only way most Georgetown employees can get to their jobs. Please keep those routes or people will have to seek other employment, which given the current employment climate, is	connected to the wider DC community. Our campus bus service does not run on the weekend and as	
what value this route provides to GU students on the weekend. This would also make my life very sad and inconvenient. We are willing to endure higher fares, we understand that it is a time of budget shortfalls. However, don't do that by eliminating the communities favorite routes: that would be a real Eliminating the G2 would make it more difficult for University staff to get to work in areas that don't have metro access. Operating Budget, Management and Spending Please do not remove G2 which stops at Georgetown. Thank you fares are already more expensive than other cities for the service they provide. I have previously considered getting rid of my personal vehicle to use public transportation only in DC, but the proposed changes, both in service cuts and fare increases, would make that impossible for me. The G2 and D6 are the only way most Georgetown employees can get to their jobs. Please keep those routes or people will have to seek other employment, which given the current employment climate, is Bus Service	such we are reliant on the G2 to get us into the neighborhood. Getting rid of this route would have	
and inconvenient. We are willing to endure higher fares, we understand that it is a time of budget shortfalls. However, don't do that by eliminating the communities favorite routes- that would be a real Eliminating the G2 would make it more difficult for University staff to get to work in areas that don't have metro access. MetroAccess Please do not remove G2 which stops at Georgetown. Thank you These proposed changes are extremely disappointing, especially for a city like DC. DC's public transit fares are already more expensive than other cities for the service they provide. I have previously considered getting rid of my personal vehicle to use public transportation only in DC, but the proposed changes, both in service cuts and fare increases, would make that impossible for me. The G2 and D6 are the only way most Georgetown employees can get to their jobs. Please keep those routes or people will have to seek other employment, which given the current employment climate, is		
shortfalls. However, don't do that by eliminating the communities favorite routes- that would be a real Operating Budget, Management and Spending Eliminating the G2 would make it more difficult for University staff to get to work in areas that don't have metro access. MetroAccess Please do not remove G2 which stops at Georgetown. Thank you Bus Service These proposed changes are extremely disappointing, especially for a city like DC. DC's public transit fares are already more expensive than other cities for the service they provide. I have previously considered getting rid of my personal vehicle to use public transportation only in DC, but the proposed changes, both in service cuts and fare increases, would make that impossible for me. Bus Service Bus Service Bus Service Bus Service routes or people will have to seek other employment, which given the current employment climate, is Bus Service	what value this route provides to GU students on the weekend. This would also make my life very sad	
Eliminating the G2 would make it more difficult for University staff to get to work in areas that don't have metro access. Please do not remove G2 which stops at Georgetown. Thank you These proposed changes are extremely disappointing, especially for a city like DC. DC's public transit fares are already more expensive than other cities for the service they provide. I have previously considered getting rid of my personal vehicle to use public transportation only in DC, but the proposed changes, both in service cuts and fare increases, would make that impossible for me. The G2 and D6 are the only way most Georgetown employees can get to their jobs. Please keep those routes or people will have to seek other employment, which given the current employment climate, is		Connection Durlant Management and Secondian
have metro access. MetroAccess Please do not remove G2 which stops at Georgetown. Thank you Bus Service These proposed changes are extremely disappointing, especially for a city like DC. DC's public transit fares are already more expensive than other cities for the service they provide. I have previously considered getting rid of my personal vehicle to use public transportation only in DC, but the proposed changes, both in service cuts and fare increases, would make that impossible for me. Bus Service The G2 and D6 are the only way most Georgetown employees can get to their jobs. Please keep those routes or people will have to seek other employment, which given the current employment climate, is Bus Service		operating budget, Management and Spending
Please do not remove G2 which stops at Georgetown. Thank you Bus Service These proposed changes are extremely disappointing, especially for a city like DC. DC's public transit fares are already more expensive than other cities for the service they provide. I have previously considered getting rid of my personal vehicle to use public transportation only in DC, but the proposed changes, both in service cuts and fare increases, would make that impossible for me. Bus Service The G2 and D6 are the only way most Georgetown employees can get to their jobs. Please keep those routes or people will have to seek other employment, which given the current employment climate, is Bus Service		MetroAccess
These proposed changes are extremely disappointing, especially for a city like DC. DC's public transit fares are already more expensive than other cities for the service they provide. I have previously considered getting rid of my personal vehicle to use public transportation only in DC, but the proposed changes, both in service cuts and fare increases, would make that impossible for me. Bus Service The G2 and D6 are the only way most Georgetown employees can get to their jobs. Please keep those routes or people will have to seek other employment, which given the current employment climate, is		
fares are already more expensive than other cities for the service they provide. I have previously considered getting rid of my personal vehicle to use public transportation only in DC, but the proposed changes, both in service cuts and fare increases, would make that impossible for me. Bus Service The G2 and D6 are the only way most Georgetown employees can get to their jobs. Please keep those Bus Service routes or people will have to seek other employment, which given the current employment climate, is Service		
considered getting rid of my personal vehicle to use public transportation only in DC, but the proposed changes, both in service cuts and fare increases, would make that impossible for me. Bus Service The G2 and D6 are the only way most Georgetown employees can get to their jobs. Please keep those routes or people will have to seek other employment, which given the current employment climate, is	fares are already more expensive than other cities for the service they provide. I have previously	
changes, both in service cuts and fare increases, would make that impossible for me. Bus Service The G2 and D6 are the only way most Georgetown employees can get to their jobs. Please keep those routes or people will have to seek other employment, which given the current employment climate, is	considered getting rid of my personal vehicle to use public transportation only in DC, but the proposed	
The G2 and D6 are the only way most Georgetown employees can get to their jobs. Please keep those routes or people will have to seek other employment, which given the current employment climate, is	changes, both in service cuts and fare increases, would make that impossible for me.	Bus Service
not an option for most. Bus Service	routes or people will have to seek other employment, which given the current employment climate, is	

Contractions of the 20 Protects in early the 20 Protects in early the 20 Protects in 20 Protects		
he how at we way in a feet of a method of	Comment	Category
June of the proof	Your proposal lists cutting the G2 metrobus line with no alternatives. This would have a huge impact on	
abo take the resorting more is partier to any adverse the abo table to be the source of the source o	the lives and commuting ability of thousands of people who rely on this lines to reach Georgetown	
bit bit metal generation, transfer the analysis, will be will 1-2 bits metal in metal Paper de values (in the state) in state) Paper de values (in the values (in	University and Hospital. Specifically, I take the G2 line from the Shaw neighborhood to Georgetown	
Bioly Install, into a large control inclusions and its charge and on the intere enter in the intere enter in the intere enter intere inter intere inter intere inter intere intere intere inter inter inter inter in	which takes anywhere from 25-45 minutes. Should this line be taken, the only alternative would be to	
a dereck is service be service is service be service is service Do additional of Markake musik Googneen Rudent services in paint transport is service Do additional of Markake musik Googneen Rudent services in paint transport is service Do additional of Markake musik Googneen Rudent services in paint transport is service Do additional of Markake musik Googneen Rudent services in paint transport is service service is service	take the metrorail green line, transfer to orange/silver/blue lines, and then walk 1.2 miles from the	
Pieze or in variability I. As which is substrated in the pieze of the	Rosslyn station to campus. A commute that would increase to 60-90 minutes on average. Metro access	
Pieze or in variability I. As which is substrated in the pieze of the		Bus Service
Inc. In middle. No. Serve Dis dimited CM derives route, less productions set of the serve production of the serve producti		
Bit or influence Note Service Bit or influence Note Service Bit of the service Note Service		Bus Service
02 and 2.cs magnetize near out is built to be determined in the built. The source is marked by an experimental source is a for each out is built to be determined in the built. The source is a foreed in the built the source is a foreed in the source is a foreed in the built the source is a foreed in the built the source is a foreed in the source is a		
The GD but is most accessible and the Georgetone taken to ger and into the Grip Appendix performance of the Service Se		
pore rank despetation sudden how word glow you a many increase the fare of the 2 inc who can be the content of the content pending fare (of the center f. Register) (for exacts of the content of the content of the content of the content pending fare (of the center f. Register) (for exacts of the content of the content of the content of the content pending fare (of the center f. Register) (for exacts of the content of the content of the content of the content about a doubt de exacts of the content of the content of the content of the content of the content about a doubt de exacts of the content of the		Bus Service
window prive for the set of the s		
picure description of the output of th		
inclusion plant structures the control the		
isolation transmission is base has Nongeneration is base has some of the CORE of the Nongeneration is a some of the CORE of the Nongeneration is base has a some of the CORE of the Nongeneration is base has a some of the CORE of the Nongeneration is base has a some of the CORE of the Nongeneration is base has a some of the CORE of the Nongeneration is base has a some of the CORE of the Nongeneration is base has a some of the CORE of the Nongeneration is base has a some of the CORE of the Nongeneration is base has a some of the CORE of the Nongeneration is base has a some of the CORE of the Nongeneration is base has a some of the CORE of the Nongeneration is base has a some of the CORE of the Nongeneration is base has a some of the CORE of the Nongeneration is base has a some of the CORE of the Nongeneration is base has a some of the CORE of the Nongeneration is base has a some of the CORE of the Nongeneration is base has a some of the CORE of the Nongeneration is base has a some of the CORE of the Nongeneration is base has a some of the Nongeneration is t		
Node Sector Performant. Performant. Performant. Node Sector Sector Not Press. Performant. Performant. <td></td> <td></td>		
Tro some number, be but is the only way to access entail anse. Remong the 67,020 fe would be an abouted diservice to the exit of the exit		
about to show to the rest of the rest of the city which the expected to show think private and work would be the G2 is a value service for me lings in using an Circle. My Billin's tege to show and work would be restricts at strandbel provides provides multiples of the city and work would be restricts at strandbel provides provides multiples of the provides and work would be restricts at strandbel provides provides multiples of the provides and the provides multiples and work would be restricts at strandbel provides provides multiples of the provides for the provides provides multiples with the provides multiples of the provides multiples of the provides for the provides provides multiples and work would make the meet non-sol it by of the Strandbel provides at a based of the provides multiples of the provides multiples of the provides multiples of the provides multiples and the provides multiples of the provides multip		Fares/Fees/Parking
anything cognetions has to effer including 1 of CCF. any half to stochol and well be a service including 1 of CCF. Any half to stochol and be anyther an		
The G2 is will service from moning in Lagan Crite. My adding to get to school and work would be service and the busis that are created work work to the first busis that are created work work to the first busis that are created work work to the first busis that are created work work to the first busis that are created work work to the first busis that are created work work to the first busis that are created work work to the first busis that are created work work to the first busis that are created work to the first busis that first busis that the first busis that first busis t		
jaceed; parter on with the loss of this service. The busis take are unrently were overcrowed and rectating and encounties of the porter parter has any observation and yobservations and yobservations and the porter parter has any observations and yobservations and the porter parter has any observations and yobservations in the area. Calify direct base related and calify generations and the porter parter has any observations and the porter parter has a	anything Georgetown has to offer including 1 of DC?s only major hospitals!	Bus Service
reaction parter encoding service would make things an under work and service and the generation steps in of Service and the service and the generation steps in of Service and the service and the generation steps in of Service and the service and the generation steps in of Service and the service and the generation steps in of Service and the service and the generation steps in of Service and the service and the generation steps in of Service and the service and the generation steps in of Service and the service and the generation steps in Service and the service and t	The G2 is a vital service for me living in Logan Circle. My ability to get to school and work would be	
bits stock bit the piosets people in DC need these writes and the giver maternal to be in general stock of the Service Bits Service please keep b2D, DC, and G2 werkell (Groegetown, Glover Part, etc. ivery inaccessible and the descenter) Iso Service to service in the CD service in DC 's toget private endowr (Groegetown, Univers) in the service in CD 's toget private endowr (Groegetown, Univers) in the Service in CD service in Service in CD serv	severely impacted by the loss of this service. The buses I take are currently very overcrowded and	
bits stock bit the piosets people in DC need these writes and the giver maternal to be in general stock of the Service Bits Service please keep b2D, DC, and G2 werkell (Groegetown, Glover Part, etc. ivery inaccessible and the descenter) Iso Service to service in the CD service in DC 's toget private endowr (Groegetown, Univers) in the service in CD 's toget private endowr (Groegetown, Univers) in the Service in CD service in Service in CD serv	reducing and removing services would make things so much worse. I appreciate many don?t pay for	
grounding them as a policing direct busy set of the se		
pinese keep the D2, D6, and C2 anvecter ID compationant, in the area. Bus Service ID C2 Insect private employer (Georgatown University) makes absolute' D3 Sector D3		Bus Service
nuts are incredible height in students and professionals in the area is service CUS thick 6.8 service 6.8 service CUS thick 6.8 service 6.8 service CUS thick 6.8 service 6.8 service COS the set of mit which on you now in Columba heights at them even are so there on the so		
Cutting direct bus service to DC's largest private employer (Georgetown University) makes absolute? Bits Private REP THE G21 Bits Service Bits Service		Bus Service
No Stable. Bis Service Start Part FG21 Bis Service Direct Inf EG21 Bis Service Start Part FG21 Bis Service Direct Inf EG21 Bis Service Dir		
EEP THE G21 Bos Service 57.95 The bases are leady unreliable and cutting service would likely must be theme even more 1 clumbal heights, as the Metor is not a convenient pation. Service 57.95 The bases are leady of petities and the convenient of the work location in Georgeton. Bes Service 6 petities and or petities and the convenient of the work location in Georgeton. Bes Service Boyers of petities point of the work location and a loc of public transportation of the work location in Georgeton. Bes Service Boyers of petities point of the work location and a loc of public transportation of the work location in Georgeton. Bes Service Boyers of petities point of the work location of the work location in Georgeton. Bes Service Boyers of petities point of the work location of the work location in Georgeton. Bes Service Boyers of petities point on the patient work of the location in Georgeton. Bes Service Born thurs studies work location in Georgeton. Bes Service Bes Service Born thurs studies work location in Georgeton. Bes Service Bes Service Born thurs studies work location in Georgeton. Bes Service Bes Service Born thurs studies work location in Georgeton. Bes Service Bes Se		Bus Service
Some buses are already unreliable and cutting service would make them even more so. I rely on the Stopping SJAS service at Metro Canter would likely mean that i stay home and telework more frequentity. The same genes for the 21 couches, which use as cell to another work toectain in Georgetown deorgetown already suffers from crushing gridlock at rush hour and a lack of public transportation options. Consequently, liveoid likely on plot work, or durit and back in the office, a commuting will based more official. with this proposal. We also more official with this proposal. Proper reys on these routing for more to get to school the back in the office, a commuting will base service Proper reys on these routing for more to get to school metro will be lack of public transportation office and more official. With this proposal. Base Service Proper reys on these routing for more to get to school these in the couches of the lack of the office and the school for myself, the bbs of the effort and the school for myself to school these properties. Base Service Donot that the Star problem works be eliminating our only bus access. Student, profesionala, and arrae, do not make this problem works be eliminating our only bus access. Student, profesionala, and families will stand, thus and the school for more and the school for myself of myself and many students. Since we don'th have a metro station in Georgetown, I rely heavily on the 2 to go to other places in the stry for work and deta result scheduling for myself and many students. Since we don'th have a metro station in Georgetown, I rely heavily on the 2 to go to other des service Bas		
2124 to pet from the what my home in Calumbia Heights, as the Metro is not a convenient equication. In Service Frequently, Ive same goes for the 27 route, which is use to get to another work location in Gengetoon. In Service Bightonion 2.Classe guertly, Ive same goes for the workforce downtown and back in the office, as communities of the workforce downtown and back in the office, as communities of the workforce downtown and back in the office, as communities of the workforce downtown and back in the office, as communities of the workforce downtown and back in the office, as communities of the workforce downtown and back in the office, as communities of the workforce downtown and back in the office, as communities of the workforce downtown and back in the office, as communities of the workforce downtown and back in the office, as communities of the workforce downtown and back in the office, as communities of the workforce downtown and back in the office, as communities of the workforce downtown and back in the office, as communities of the work downtown and back in the office, as communities of the work downtown and back in the office, as communities of the work downtown and back in the office, as communities of the work downtown and back in the office, as communities of the work downtown and back in the office, as communities of the work downtown and back in the office, as communities of the work downtown and back in the office, as communities of the work downtown and back in the office, as communities of the work downtown and back in the office, as communities of the work downtown and back in the office, as communities of the work downtown and back in the office, as communities of the work downtown and back in the office, as communities of the work downtown and back in the office, as communities of the work downtown and back in the office, as communities of the work downtown and bac		
Stopping S2y4 service at Metric 2 date, which use to get to the 2 row, which use to get to the 2 row, which use to get to another work iconogets in in Meyor, down aready suffers from crushing gridlock at rush hour and a lack of public transportation of polytown, down aready suffers from crushing gridlock at rush hour and a lack of public transportation of polytown, down aready suffers from crushing gridlock at rush hour and a lack of public transportation of polytown, down aready suffers from crushing gridlock at rush hour and a lack of public transportation and watch the differs, a commuting will be added to the polytown aready suffers from to get to school. Prove differs with the lack of busies in the suffers due to the prove differs with the lack of busies in the suffers with the lack of busies in the lack of busies in the suffers with the lack of busies in the lack of busies in the suffers with the lack of busies in the suffers with the lack of busies in the suffers with the lack of busies in the suffer suffers with the lack of busies in the suffer with while a suffer suffer suffers with the lack of busies in the suffer suffers with the lack of busies in the suffer with while suffers with the lack of busies in the suffer suffers with the lack of busies in the suffer suffers with the lack of busies in the suffer suffers with the lack of busies in the suffer suffers with the lack of busies in the suffer suffers with the lack of busies in the suffer suffers with the lack of busies in the suffers with the lack of busies with the suffers with the suffers with the lack	, , , , , , , , , , , , , , , , , , , ,	
frequently. The same goes for the G2 route, which i use to get to another work location in dengetown. Secretown aready suffers for cursuling gridok at un blu our and a lack of public transportation in the neighborhood. Cutting public ransportations be in direct contradiction to May aready subject fransportation. Base Service Bowser's goal of getting more of the workfore downtown and back in the office, as commuting will on the proposal. Base Service Breopie rely on these routes for commuting to work and school. For megal, the D6, D2, and G2 are necessary for met to sob. Genes down at and downtown and back in the entropies of the services for commuting to work and school. For megal, the D6, D2, and G2 are necessary for met to sob. Genes down at the services for commuting to work will were any and the services. Student, professional, and families will hank you. Base Service Dont turn te C2 buics Genes town at related doconnected by the lack of meteral stations in the area, dono make this problem wore be eliminating our only bus access. Student, professional, and families will hank you. Masellaneous Bort turn to C2 buicts of Genes town would greatly affect. Scheduling for myself and the scheduling for myself		
Goorgeow already suffers from cruching pridoc dar ruch hour and a lack of public transportation orgitors. Consequently, Ivaudi likely notifore downtown and back in the office, accomuting will baseds paid effecting public transportation services seems to be in direct contradiction to Mayor Boxer's paid effecting note of the workforce downtown and back in the office, accomuting will ruggle enough with this proposal. Bus Service Peopice ray on these routs for commuting to work and school. For myelf, the DG, DZ, and GZ are necessary for me to get to school. Please do not out any of these proposed routs. People already struggle enough with this problem work be deminating our our per pandemic. Bus Service Do not cut the CZ bus. Georgeotrow is already disconnected by the lack of metrorall stations in the rays, do not make this problem works the eliminating our our hour bus access. Student, professional, and families will thank you. Bus Service Do not cut the CZ bus. Georgeotrow is already disconnected by the lack of metrorall stations in the Grad metron is and disconnected by the lack of metrorall stations in the rays do not make this problem works of contine cased. All of of people take the buses without paint the CZ bus to do for gettow not dire attivities. Rule Service Daries due to the CZ bus in direct per pandemic. Bus Service Bus Service Rule due to the constant due to the cased to the c2 bus to to the CZ bus to do for gettow, not direct without paint the CZ bus to do for gettow not the CZ bus to do for gettow, not the CZ bus to to the CZ bus to do for gettow not the CZ bus to do for gettow not and ther attivities. Rule Service Bus Service Bus		
partors Consequently, I would likely not go into work, or drive, thus workening the congestion into engliborhood. Cutting public trapportion services serves to be in direct contradiction to May negliborhood. Cutting public trapportion services serves to be in direct contradiction to May engliborhood. Cutting public trapportion services serves to be in direct contradiction to May encessary for me to get to school. Person work and school. For myself, the D6, D2, and G2 are necessary for me to get to school. Person work and school. For myself, the D6, D2, and G2 are necessary for me to get to school. Person work and school. For myself, the D6, D2, and G2 are necessary for me to set to school. Person work set direct at the introvall stations in the area, do not make this problem worse be eliminating our only bus access. Student, professional, and families will hank not. Bus Service Dont furt students smart lisk work corne to de and then it will be bad. Miscellaneous Bus Service Dont furt students smart lisk work corne to de and then it will be bad. Miscellaneous Bus Service Dont furt students smart lisk work corne to de and then it will be bad. Miscellaneous Bus Service Dont furt students smart lisk work corne to de and then it will be bad. Miscellaneous Bus Service Dont date of the lisk volt corne to de and then it will work me abort to the and the area a large number or under resourced students and young people that absolutely rely on these lines. Please do not them and the abort are large number or under resourced students and young people would have no increase. Bus Service Ray date in deve in		
neighborhod. Cutting public transportation services seems to be in direct contradiction to Mayor Boxer's goal of getting more of the workfore downtown and back in the office, as community of any be more and fine transportation services and school. For myself, the D6, D2, and Z2 and struggle enough with the lack of Dusses do not cut any of these proposed routes. People aready truggle enough with the lack of Dusses in Doc compared to pre-pandemic. Bas Service Do not cut the C2 bus. Georgetown is already disconnected by the lack of metrorail stations in the area, do not make since of Georgetown is already disconnected by the lack of metrorail stations in the area, do not make dorf. Alea and end of 2 bus of the service of the down of the Service Do not cut the C2 bus. Georgetown is already disconnected by the lack of metrorail stations in the area, do not make dorf. Alea and end of the service of the down of the C2 to pot of families with the nix of Dusses of Georgetown would greatly affert. Scheduling for myself and many students. Since we dorf. Alea and end cut station in Georgeta A. Bot of people take the busses without pany the end of the cal cutside of Georgetown would greatly affert. Scheduling for myself and many students. Since we dorf. And and end cut station in Georgeta A. Bot of people take the busses without pany fare. Heasa keep the C2 bus crutel Daried and of the studie cut inter downt. The shad and 1 completely isolates those in Georgetown without cher mees of trans. It is an differe the all age number of lace services. Cal students and young people that absolutely rely on these line. Please do not cut the sis hate you. Cal students and young people that absolutely rely on these line. Please do not cut the sis hate you. Cal students and young people that absolutely rely for function desegtown without pany. Cal students and have also possible being eleminated and sis fare fare. Al co. Dargeto mee hoppide transportation option directly to/from Georgetown with sto also possible fare of the C3 and Studen		
Bowsers goal of getting more of the workforce downtown and back in the office, as commuting will be more propertion of the proposed normality. But spread and spread	options. Consequently, I would likely not go into work, or drive, thus worsening the congestion in the	
and be more difficut with this proposit. Bu Service Peopler yor the protects for commuting to work and school. For myself, the Db, D2, and C2 are recessary for me to get to school. Please do not cut any of these proposed routes. People already struggle enough with the lack of mesers in DC compared to pre-pandemic. Bus Service Do not cut the C2 bus, Georgetown is already disconnected by the lack of meteroall stations in the rank, do not meke of de order them it will be had Bus Service Do not cut the C2 bus, Georgetown scales of them it will be had Miscellaneous Bus Service Do not cut the C2 bus, Georgetown scale den them it will be had Miscellaneous Bus Service Do not cut the C2 bus die of Georgetown scale gravity affect scheduling for myself and many statemist. Since motion for compared with the state of the station in Georgetown scale gravity affect scheduling for myself and many statemist. Since motion for compared with scheduling for myself and many statemist. The scheduling for the C3 and C1 of people take the buses without paying the C3 bus for compared. All of of people take the buses without paying the C3 bus for compared. All of of people take the buses without paying the C3 bus for compared. All of the compared with state and the scheduling for myself and all and Since Bardie C3 bus for compared. All of the scheduling four sc	neighborhood. Cutting public transportation services seems to be in direct contradiction to Mayor	
People regit op scholl bese doubt of myself, the D6, D2, and G2 are necessary for me beg to school. People and bese proposed orders. People already struggle eough with the lack of busses in DC compared to pre-pandemic. De not cut the G2 bus. Georgetown is laready disconneed by the lack of metrorall stations in the area, do not make this problem worse be eliminating our only bus access. Student, professionals, and families will thank you. Den turt students smark tids wont come to de and then it will be bad Miscellaneous Gesting if of the G2 Duot station in Georgetown would greatly affect scheduling for myself and many tothers. State of Georgetown would greatly affect scheduling for myself and many familes will thank you. Den't dary off that the C1 or work and other activities. The metro fare needs to be enforced, not increased. A likt of people take the buses without paring the fare. Please keep the G2 bus route! Don't do any off that control. Cutting D2, D6, and G2 while also limiting hours for the 33 and 31 completely isolates those in Georgetown without other means of trans. It is an affilter are ab turber are a large number or under resourced students and young people that absolutely rely on these lines. Please do not cut thes us. I hate you. Shere the 2d, 2d, 6d. Change some people would have no increase. Bus Service G2 stops is needed be as gorice. Dense do not remove the C21. It is to any public transportation option directly to/from Georgetown's campus (secept the some has a) d1 Georgetown University students with service cuts. We need metro bus you can't db to be happy to pay 53 a ride if lower-income people would have no increase. Please do not remove the C21. It is not public transportation option directly to/from Georgetown's campus (secept the somewhas adjacent 02 and 05, which are also possibly being eliminated), and concelling the university's campus. Please recordier the decision to cut the D2, D6, and G2 bus lise Service Diminating the 2D, Da and G2 services mound diminated thappy ton there is a	Bowser's goal of getting more of the workforce downtown and back in the office, as commuting will	
necesary for me to get to school. Please do not ut any of these proposed routes. People already struggle enough with the lack of basiss in DC compared to pre-pandemic. Base Service Dan do t ut the G2 busis set in DC compared to pre-pandemic. Base Service Dan but studies smart kids wont come to de and then it will be bad Gatting if of the G2 outside of Georgetown und greatly affect scheduling for myself and many students. Since we don'th have an entro station in Georgetown, Irely heavily on the G2 to go to othe places in the city for work and other activities. The metro fare needs to be enforced, not increased. A lot of people take the buses without paying the fare. Please keep the G2 busis of to rouse. It is an efficient area but there are a large number or under resourced students and young people that absolutely rely on these lines. Please do not cut be diverse in head of the studies with service cuts. We need metro bus you can't do that is hate you. Sare the 22, d2, d6. Ange some people more (youtnary), charge others also also diverse youtes. Please store the Tower buse of compare people word, have an entro bus you can't do that is hate you. Sare the 22, d2, d6. Charge some people more (youtnary), charge others less based on income. I would happort to pay 53 and eff tower to 2 and 30, which are also possible period people more (youtnary), charge others would be also limiters to bus differed. Please don tor enowe the G2. It is the only public transportation option directly to/from Georgetown work cass: It would make it nearly impossible for students with here al also funders and there appead carcelling the line would harve an increase. Please don the rease of the decision to cut the set also service Please don the rease of the decision to cut the set also service Please and the area an engle more (youtnary), charge others and all others wo commute to D2, for and C2 services would carl all Georgetown University students of georgeto	only be made more difficult with this proposal.	Bus Service
struggie enough with the lack of buses in DC compared to pre-gandemic. bus Service bus Georgetown with straked viscometed by the lack of metroral status in the area, do not make this problem worse be eliminating our only bus access. Student, professionals, and armiles with thank you. Bus Service bus S	People rely on these routes for commuting to work and school. For myself, the D6, D2, and G2 are	
Do not cut the G2 bus, Georgetown is already disconnected by the lack of metroral stations in the area, do not make this problem worke be eliminating our only bus access. Student, professionals, and thanks you. Bus Service Bearing ind for work and other activities. A loss of people take the buses without paying the G2 bus student. Joint of any off bis it will mush the dift. The metro fare needs to be enforced, not increased. A lot of people take the buses without paying the G2 bus students of any off bis it will ruin the dift. The metro fare needs to be enforced, not increased. A lot of people take the buses without paying the G2 bus students and gave tudents and young people take the buses without paying the G2 bus students and young people take about there are a large number or under resourced students and young people take about there are a large number or under resourced students and young people take about there are large number or under resourced students and young people take about there are large number or under resourced students and young people take about there are large number or under resourced students and young people take about there are large number or under resourced for students and young people base do not cut these services. Set service (2 stops in termove the G2, it is to an affluent area to bus you can?t do this to use service accessing the university students of how rincome people would have no increase. How you can?t do this to use service accessing the university takents with the releptoron to directly to/from Georgetown in the card of the only public transportation orgin directly to/from Georgetown area area area area area area area are	necessary for me to get to school. Please do not cut any of these proposed routes. People already	
Do not cut the G2 bus, Georgetown is already disconnected by the lack of metroral stations in the area, do not make this problem worke be eliminating our only bus access. Student, professionals, and thanks you. Bus Service Bearing ind for work and other activities. A loss of people take the buses without paying the G2 bus student. Joint of any off bis it will mush the dift. The metro fare needs to be enforced, not increased. A lot of people take the buses without paying the G2 bus students of any off bis it will ruin the dift. The metro fare needs to be enforced, not increased. A lot of people take the buses without paying the G2 bus students and gave tudents and young people take the buses without paying the G2 bus students and young people take about there are a large number or under resourced students and young people take about there are a large number or under resourced students and young people take about there are large number or under resourced students and young people take about there are large number or under resourced students and young people take about there are large number or under resourced students and young people take about there are large number or under resourced for students and young people base do not cut these services. Set service (2 stops in termove the G2, it is to an affluent area to bus you can?t do this to use service accessing the university students of how rincome people would have no increase. How you can?t do this to use service accessing the university takents with the releptoron to directly to/from Georgetown in the card of the only public transportation orgin directly to/from Georgetown area area area area area area area are	struggle enough with the lack of busses in DC compared to pre-pandemic.	Bus Service
area, dont make this problem worse be eliminating our only bus access. Student, professionals, and families with ank you. Dont hurt students smart kids wont come to de and then it will be bad Getting di of the 62 outside of Georgetown would greatly affect scheduling for myself and many students. Since we don't have a metro station in Georgetown, Irely heavily on the G2 to go to other places in the city for work and other activities. The metro fare needs to be enforced, not increased. A lot of people take the buses without paying the fare. Please keep the G2 bus orate! Only do any of this it will ruin the city Cutting Q2, D6, and G2 while also limiting hours for the 33 and 31 completely isolates those in Georgetown without other means of transit. It is an affluent area but there are a large number or under resourced students and young people that absolutely rely on these lines. Please do not cut these evinces. G2 stop is needed C3 stop is needed C3 stop is needed to specify the some well with service cuts. We need metro bus you can't do this to us. I hate you. Save the g2, d2, d6. Charge some people more (voluntary), charge others less based on income. Lowold be happy to pay S3 a ride if lower-income people would have no increase. Please do not remove the G2. It is nonly public transportation optim direcity to/from Georgetown, even though the cost of living within the neighborhood is exorbitantly high. Most importantly, the proposal teef would have entary impossible for students of from the rest of the city, Living would make the neighborhood is exorbitantly high. Most importantly, the proposal teef would have entary impossible for students of thore way of accessing the university reams of the decision to cut the D2, D6, and G2 bus the commute to that area on a regular basis. Given that there is already no rail service to Georgetown the cont this to that area on a regular basis. Given that there is already no rail service to Georgetown the cont this to that area on a regular basis. Given that there is already no		
families will thank you. Bus Service Dorn huf students smart kids wont come to da of then it will be bad Miscelaneous Getting rid of the G2 outside of Georgetown would greatly affect scheduling for myself and many students. Since we don't have a metro station in Georgetown, Irely heavily on the G2 to go to other places in the city for work and other activites. Rail Service The metro fare needs to be enforced, not increased. A lot of people take the buses without paying the Georgetown without other means of transit. It is an affluent area but there are a large number or under resourced students and young people that absolutely rely on these lines. Please do not cut these services. Miscelaneous Q2 top is needed Bus Service Bus Service Bus Service Bus Service <td></td> <td></td>		
Donth ut students smart kids wont come to dc and then it will be bad Miscellaneous Getting rid of the G2 outside of Goorgetown would greatly affet scheduling for myself and many students. Since we don't have a metro station in Georgetown, rively heavily on the G2 to go to other places in the city for work and other activities. Rail Service The metro Tare needs to be enforced, not increased. Alt of people take the buss without paying the Goorgetown without other means of transt. It is an affuent area but there are a large number or under resourced students and young people that absolutely rely on these lines. Please do not cut these services. Bus Service G2 stop is needed Bus Service Bus Service Us 1 hate you. Bus Service Bus Service Save the g2, d2, d6. Charge some people more (voluntary), charge others less based on increase. Bus Service Bus Service Please do not remove the G2. It is the only public transportation option directly ta/from Georgetown though the cost of living within the nearly impossible berg leminated), and cancelling the line would harm accessibility in the community. Bus Service Please do not remove the G2. It is the only public transportation option directly ta/from Georgetown, veven though the cost of living within the nearly impossible for students of live outside of Georgetown, even though the cost of living within the ensight and proteins who have no or therway of accessing the university's campus. Please reconsider the decision to cut the Q2. D6, and G2. Da and D6 Bus Services Bus Service Eliminati		Rus Service
Getting rid of the G2 outside of Georgetown would greatly affect scheduling for myself and many students. Since we don't have a metro station in Georgetown, Irely heavily on the G2 to go to other greater we don't have a metro station in Georgetown, Irely heavily on the G2 to go to other greater we don't have a metro station in Georgetown. Irely heavily on the G2 to go to other greater we don't have a metro station in Georgetown. Irely heavily on the G2 to go to other greater we don't have a metro station in Georgetown without paying the G2 bus content. It is an affluent area but there are a large number or under resourced students and young people that absolutely rely on these lines. Please do not cut these services. Bus Service G2 stop is needed Bus Service Bus Service G2 stop is needed Bus Service Bus Service Bave the you. Service the service service service service service Bus Service Bave the you. Service the service		
students. Since we don? have a metro station in Georgetown, I rely heavily on the G2 to go to other places in the city for work and other activities. Rail Service The metro fare needs to be enforced, not increased. A lot of people take the buses without paying the fare. Place keep the G2 bus routel Bus Service Don? do any of this it will ruin the city Miscelinaeous Cutting D2, D6, and G2 while also limiting hours for the 33 and 31 completely isolates those in Georgetown whothout ther means of transt. It is an affuent area but there are a large number or under resourced students and young people that absolutely rely on these lines. Please do not cut these services. Bus Service G2 is on sended Bus Service Bus Service This is a terrible idea your hurting students with service cuts. We need metro bus you can?t to this to is a terrible idea your hurting students on line area. Bus Service Please do not remove the G2. It is the only public transportation option directly to/from Georgetown to there ensored of the sorewhat and joacent D2 and D6, and C2 services would can all conspisibly being eliminated), and cancelling the line would harm accessibility in the community. Bus Service Please do not remove the G2. It is the only public transportation option directly to/from Georgetown to inversity students of the vorted the druk wet drast: and immediate effects on diabled students who have no other way of accessing the university? campus. Please reconsider the decision to cut the Q2, D6, and G2 bus Bus Service Pleaseease don't ger ind of the G2. Bus S		Miscenarious
places in the city for work and other activities. Rail Service The metro fare needs to be enforced, not increased. A lot of people take the buses without paying the fare. Please keeps the G2 bus route! Bus Service Don't do any of this it will ruin the city Miscellaneous Cutting D2, D6, and G2 while also limiting hours for the 33 and 31 completely isolates those in Georgetown without other means of transit. It is an affluent area but there are a large number or under resourced students and young people that absolutely rely on these lines. Please do not cut these services. Bus Service G2 stop is needed Bus Service Bus Service Dass ver teg 2, 42, 46. Charge some people more (voluntary), charge others less based on income. I would be happy to pay 53 a ride if lower-income people would have no increase. Bus Service Please do not remove the G2. It is the onit youblic vita reasportation on join directly to/from Georgetown campus (except the somewhat adjacent 02 and D6, which are also possibly being eliminated), and tough the cost of liming within the neighborhood cut all Georgetown (university students off from the rest of the city. It would make it nearly impossible for students to live outside of Georgetown, even though the cost of liming within the neighborhood cut all Georgetown students and all others who commute to that area on a regular basis. Given that there is already no rail service to Georgetown, this would make tings even more affects on disabled students who have no other way of accessing the university's campus. Please reconside the decision to cut the 22, D6, and G2 services multations whon bave no other way of accessing the university's campus. Pleas		
The metrof are needs to be enforced, not increased. A lot of people take the buses without paying the fare. Please keep the G2 bus routel DD. 76, and G2 write and innex to a more than a difference and and the city Miscellaneous Miscellaneous Cutting D2, D6, and G2 write and there are a large number or under resourced students and young people that absolutely rely on these lines. Please do not cut these services. Bus Service G2 stop is needed This is a terrible idea your hurting students with service cuts. We need metro bus you can't do this to us. I hate you. Save the g2, d2, d6. Charge some people more (voluntary), charge others less based on income. I would be happy to pay S3 ari de if lower-income people would have no increase. Please do not remove the G2. It is the only public transportation option directly to/from Georgetown visce. Save the g2, d2, d6. Charge some people more (voluntary), charge others less based on income. I would be happy to pay S3 ari de if lower charges people more (voluntary), charge others less based on income. I would be happy to pay S3 ari de if lower charges people would have no increase. Please do not remove the G2. It is the only public transportation option directly to/from Georgetown is carguing (except the somewhat adjacent D2 and D6, which are also possibly being eliminated], and carcelling the line would harm earge/impossible for students to live out the D2, D6, and G2 services would du all Georgetown university students off from the rest of the city. It would make the ready impossible for students to to cut the D2, D6, and G2 service the decision to cut the D2, D6, and G2 service the decision to cut the D2, D6, and G2 service the decision to cut the D2, D6, and G2 service the decision to cut the D2, D6, and G2 service the decision to cut the D2, D6, and G2 service the decision to cut the D2, D6, and G2 service the decision to cut the D2, D6, and G2 service the decision to cut the D2, D6, and G2 service the decision to cut the D2, D6, and G2 service the decision to cut the		Pail Service
fare. Please keep the G2 bus route! Bus Service Don?t do any of this it will ruin the city Miscellaneous Cutting D2, D6, and G2 while also limiting hours for the 33 and 31 completely isolates those in decrements Bus Service Georgetown without other means of transit. It is an affluent area but there are a large number or under resourced students and young people that absolutely rely on these lines. Please do not cut these services. Bus Service G2 is top is needed Bus Service Bus Service This is a terrible idea your hurting students with service cuts. We need metro bus you can?t do this to be happy to pay \$3 a ride if lower-income people would have no increase. Bus Service Please do not remove the G2. It is the only public transportation option directly to/from Georgetown's campus (section the somehart adjacent D2 and D6, which are also possibly being eliminated), and cancelling the line would harm accessibility in the community. Bus Service The removal of the D2, D6, and G2 services would cut all Georgetown University students of from the vert drast: and immediate effects on disabled students who have no other way of accessing the university's campus. Please reconsider the decision to cut the D2, D6, and G2 and D6 hus lines already no rail service to Georgetown, even though the cost of living within the neighborhood is exoribitantly high. Most importantly, the proposal its effect. Bus Service Eliminating the G2, D2 and D5 bus lines would significantly impact Georgetown students and all others who have no rail service to Georgetown, this would make things even more difficult for those commutes. Bus Service Pleaseease don'		
Dank do amy of this it will ruin the city Miscellaneous Cutting D2, D6, and G2 while also limiting hours for the 33 and 31 completely isolates those in Georgetown without other means of transit. It is an affluent area but there are a large number or under resourced students and young people that absolutely rely on these lines. Please do not cut these services. Bus Service G2 stop is needed Bus Service Bus Service This is a terrible idea your hurting students with service cuts. We need metro bus you can?t do this to us. I hate you. Bus Service Save the g2, d2, d6. Charge some people more (voluntary), charge others less based on increase. Bus Service Please do not remove the G2. It is the only public transportation option directly to/from Georgetown's campus (except the somewhat adjacent D2 and D6, which are also possibly being eliminated), and test of the city. twould make it nearly impossible for students to live outside of Georgetown, thus would have drastic and immediate effects on disabled students who have no other way of accessing the university's campus. Please reconsider the decision to ut the D2, D6, and G2 bus Bus Service Eliminating the G2, D2 and D5 bus lines would significantly impact Georgetown students and all onters the computer that area on a regular basis. Given that there is already no rail service to Georgetown, this would make things even more difficult for those commuters. Bus Service Pleaseese don't get nd of the G2. Bus Service Bus Service Pleaseese don't get nd of the G2. Bus Service <t< td=""><td></td><td>Pur Canada</td></t<>		Pur Canada
Cutting D2, D6, and G2 while also limiting hours for the 33 and 31 completely isolates those in Georgetown without other means of transit. It is an affluent area but there are a large number or under resourced students and young people that absolutely rely on these lines. Please do not cut these Bus Service G2 stop is needed Bus Service This is a terrible idea your hurting students with service cuts. We need metro bus you can?t do this to Bus Service save the g2, d2, d5. Charge some people more (voluntary), charge others less based on income. I would be happy to pay \$3 a ride if lower-income people would have no increase. Bus Service Please do not remove the G2. It is the only public transportation option directly to/from Georgetown is campus (except the somewhat adjacent D2 and D6, which are also possibly being eliminated), and cancelling the line would harm accessibility in the community. Bus Service The removal of the D2, D6, and G2 services would cut all Georgetown never though the cost of living within the neighborhood is exorbitantly high. Most importantly, the proposal itself would have drastic and immediate effects on disabled students who have no other way of accessing the university's campus. Please reconsider the decision to cut the D2, D6, and G2 bus Bus Service Eliminating the G2. D2 and D6 bus lines would sign fine at leavice to Georgetown, students and all others who commute to that area on a regular basis. Given that there is laready no rail service to Georgetown, students and all others who commute to that area on a regular basis. Given that there is laready nor all service Georgetown, students and all others who commute tor th		
Georgetown without other means of transit. It is an affluent area but there are a large number or under resourced students and young people that absolutely rely on these lines. Please do not cut these services. Bus Service G2 stop is needed Bus Service This is a terrible idea your hurting students with service cuts. We need metro bus you can?t do this to us. I hate you. Bus Service Save the g2, d2, d6. Charge some people more (voluntary), charge others less based on income. I would be happy to pay 53 a ride if lower-income people would have no increase. Bus Service Please do not remove the G2. It is the only public transportation option directly to/from Georgetown's campus (except the somewhat adjacent D2 and D6, which are also possibly being eliminated), and cancelling the line would harm accessibility in the community. Bus Service The removal of the D2, D6, and G2 services would cut all Georgetown University students of firom the rest of the city. It would make it nearly impossible for students to live outside of Georgetown, even though the cost ol living within the neighborhood is exoritating high. Most importantly, he proposal itself would have drastic and immediate effects on disabled students who have no other way of accessing the university's campus. Please reconsider the decision to cut the D2, D6, and G2 bus lines would significantly impact Georgetowns students and all others who commute to that area on a regular basis. Given that there is already no rail service to Georgetown, this would make things even more difficult for those commuters. Bus Service Pleasease four the G2. Bus Service Bus Service Bus Service Bus Service <td>, , ,</td> <td>Iniscendreous</td>	, , ,	Iniscendreous
under resourced students and young people that absolutely rely on these lines. Please do not cut these Bus Service services. Bus Service G2 stop is needed Bus Service This is a terrible idea your hurting students with service cuts. We need metro bus you can't do this to us. I hate you. Bus Service Save the g2, d2, d6. Charge some people more (voluntary), charge others less based on income. I would be happy to pay S3 a ride if lower-income people would have no increase. Bus Service Please do not for morew the G2. It is the only public transportation option directly to/from Georgetown; campus (except the somewhat adjacent D2 and D6, which are also possibly being eliminated), and cancelling the line would harm accessibility in the community. Bus Service The removal of for d2. por, is and G2 services would cut all Georgetown nuiversity students of from the rest of the city. It would make it nearly impossible for students to live outside of Georgetown, even though the cost of living within the neighborhood is exorbitantly high. Most importantly, the proposal daccessing the university's campus. Please reconsider the decision to cut the D2, D6, and G2 bus the commute to that are an a regular basis. Given that there is already no rail service to Georgetown, wen this would make things even more difficult for those commuters. Bus Service Pleaeease dont figs inficiantly impact Georgetown students and all others the commute to that are an a regular basis. Given that there is already no rail service to Georgetown, this would make things even more difficult for those commuters. Bus Service		
services. Bus Service G2 stop is needed Bus Service This is a terrible idea your hurting students with service cuts. We need metro bus you can't do this to us. I hate you. Bus Service Save the g2, d2, d6. Charge some people more (voluntary), charge others less based on income. I would be happy to pay 53 ar ids if lower-income people would have no increase. Bus Service Please do not remove the G2. It is the only public transportation option directly to/from Georgetown's campus (except the somewhat adjacent) D2 and D6, which are also possibly being eliminated), and cancelling the lime would harm accessibility in the community. Bus Service The removal of the D2, D6, and G2 services would cut all Georgetown University students of from the rest of the city. It would make it nearly impossible for students to live outside of Georgetown, even though the cost of living within the neighborhood is exorbitantly high. Most importantly, the proposal accessing the university's campus. Please reconsider the decision to cut the D2, D6, and G2 bus Bus Service Eliminating the G2, D2 and D6 bus lines would significantly impat Georgetown, this would make tharge on a regular basis. Given that there is already no rail service to Georgetown, this would make things even more difficult for those commuters. Bus Service Pleases KEEP THE G2!!!!!! Bus Service Pleases KEEP THE G2!!!!! Bus Service G2 bus is an essential route for Georgetown faculty, staff, and students. Many people would be negatively impacted by the removal of this bus route, nyself included. Many students and faculty depend on this route to get to and from the university. Lalong with many other		
G2 stop is needed Bus Service This is a terrible idea your hurting students with service cuts. We need metro bus you can?t do this to us. I hate you. Bus Service Save the g2, d2, d6. Charge some people more (voluntary), charge others less based on income. I would be happy to pay \$3 a ride if lower-income people would have no increase. Bus Service Please do not remove the G2. It is the only public transportation option directly to/from Georgetown's campus (except the somewhat adjacent D2 and D6, which are also possibly being eliminated), and cancelling the line would harm accessibility in the community. Bus Service The removal of the D2, D6, and G2 services would cut all Georgetown University students off from the rest of the city. It would make it nearly impossible for students to live outside of Georgetown, even though the cost of living within the neighborhood is exorbitantly high. Most importantly, the proposal itself would have more difficult for those commuters. Bus Service Eliminating the G2, D2 and D6 bus lines would significantly impact Georgetown students and all others who commutes to that area on a regular basis. Given that there is already no rail service to Georgetown, this would make things even more difficult for those commuters. Bus Service Pleeease don't get rid of the G2. Bus Service Bus Service C2 bus is an essential route for Georgetown faculty, staff, and students. Many people would be negatively impacted by the removal of this bus route, nyself included. Many students and faculty depend on this route to get to and from the university. I, along with many other students, depend on this route to get tow onk on		
This is a terrible idea your hurting students with service cuts. We need metro bus you can?t do this to us. I hate you. Bus Service Us. I hate you. Bus Service Save the g2, d2, d6. Charge some people more (voluntary), charge others less based on income. I would be happy to pay \$3 a ride if lower-income people would have no increase. Bus Service Please do not remove the G2. It is the only public transportation option directly to/from Georgetown's campus (exect the somewhat adjacent D2 and D6, which are also possibly being eliminated), and cancelling the line would harm accessibility in the community. Bus Service The removal of the D2, D6, and G2 pervices would cut all Georgetown University students off from the rest of the city. It would make it nearly impossible for students to live outside of Georgetown, even though the cost of living within the neighborhood is exorbitantly high. Most importantly, the proposal itself would have drastic and immediate effects on disabled students who have no other way of accessing the university's campus. Please reconsider the decision to cut the D2, D6, and G2 bus sines would significantly impact Georgetown students and all others who commute to that area on a regular basis. Given that there is already no rail service to Georgetown, this would make things even more difficult for those commuters. Bus Service PleAse KEEP THE G2!!!!! Bus Service Q1 bus is an essential route for Georgetown faulty, staff, and students. Many people would be negatively impacted by the removal of this bus route, myself included. Many students and faculty depend on this route to get to work on the weekdays and weekends. Without this route, liwill mostly kieped bo this route to get to		
us. I hate you. Bus Service Save the g2, d2, d6. Charge some people would have no increase. Bus Service Please do not remove the G2. It is the only public transportation option directly to/from Georgetown's campus (except the somewhat adjacent D2 and D6, which are also possibly being eliminated), and cancelling the line would harm accessibility in the community. Bus Service The removal of the D2, D6, and G2 services would cut all Georgetown University students off from the rest of the city. It would make it nearly impossible for students to live outside of Georgetown, even though the cost of living within the neighborhood is exorbitantly high. Most importantly, the proposal Bus Service Eliminating the G2, D2 and D6 bus lines would significantly impact Georgetown students and all others who commute to that area on a regular basis. Given that there is already no rail service to Georgetown, this would make things even more difficult for those commuters. Bus Service PleASE KEEP THE G2III G2 bus is an essential route for Georgetown faculty, staff, and students. Many people would be negatively impacted by the removal of this bus route, myself included. Many students and faculty depend on this route to get to work on the weekdays and weekends. Without this route, I will mostly likely waito duit my job – and I am not in a financial standpoint to do so. Operating Budget, Management and Spending		Bus Service
Save the g2, d2, d6. Charge some people more (voluntary), charge others less based on income. I would be happy to pay \$3 aride if lower-income people would have no increase. Bus Service Please do not remove the G2. It is the only public transportation option directly to/from Georgetown's campus (except the somewhat adjacent D2 and D6, which are also possibly being eliminated), and cancelling the line would harm accessibility in the community. Bus Service The removal of the D2, D6, and G2 services would cut all Georgetown University students off from the rest of the city. It would make it nearly impossible for students to live outside of Georgetown, even though the cost of living within the neighborhood is exorbitantly high. Most importantly, the proposal itself would have drastic and immediate effects on disabled students who have no other way of accessing the university's campus. Please reconsider the decision to cut the D2, D6, and G2 bus Eliminating the G2, D2 and D6 bus lines would significantly impact Georgetown students and all others who commute to that area on a regular basis. Given that there is already no rail service to Georgetown, this would make things even more difficult for those commuters. Bus Service Pleaseese don't get rid of the G2. PLEASE KEEP THE G2!!!! G2 bus is an essential route for Georgetown faculty, staff, and students. Many people would be negatively impacted by the removal of this bus route, myself included. Many students and faculty depend on this route to get to and from the university. I, along with many other students, depend on this route to get to work on the weekdays and weekends. Without this route, I will mostly likely have to quit my job - and I am not in a financial standpoint to do so. Operating Budget, Management and Spending		
be happy to pay \$3 a ride if lower-income people would have no increase. Bus Service Please do not remove the G2. It is the only public transportation option directly to/from Georgetown's campus (except the somewhat adjacent D2 and D6, which are also possibly being eliminated), and cancelling the line would harm accessibility in the community. Bus Service The removal of the D2, D6, and G2 services would cut all Georgetown University students off from the rest of the city. It would make it nearly impossible for students to live outside of Georgetown, even though the cost of living within the neighborhood is exorbitantly high. Most importantly, the proposal itself would have drastic and immediate effects on disabled students who have no other way of accessing the university's campus. Please reconsider the decision to cut the D2, D6, and G2 bus Bus Service Eliminating the G2, D2 and D6 bus lines would significantly impact Georgetown students and all others who commute to that area on a regular basis. Given that there is already no rail service to Georgetown, this would make things even more difficult for those commuters. Bus Service Please EED THE G2!!! Bus Service Bus Service C2 bus is an essential route for Georgetown faculty, staff, and students. Many people would be negatively impacted by the removal of this bus route, myself included. Many students and faculty depend on this route to get to owrk on the weekdays and weekends. Without this route, I will mostly likely have to do so. Operating Budget, Management and Spending		Bus Service
Please do not remove the G2. It is the only public transportation option directly to/from Georgetown's campus (except the somewhat adjacent D2 and D6, which are also possibly being eliminated), and cancelling the line would harm accessibility in the community. Bus Service The removal of the D2, D6, and G2 services would cut all Georgetown University students off from the rest of the city. It would make it nearly impossible for students to live outside of Georgetown, even though the cost of living within the neighborhood is exorbitantly high. Most importantly, the proposal itself would have drastic and immediate effects on disabled students who have no other way of accessing the university's campus. Please reconsider the decision to cut the D2, D6, and G2 bus Bus Service Eliminating the G2, D2 and D6 bus lines would significantly impact Georgetown students and all others who commute to that area on a regular basis. Given that there is already no rail service to Georgetown, this would make things even more difficult for those commuters. Bus Service PleASE KEEP THE G2!!! Bus Service Q2 bus is an essential route for Georgetown faculty, staff, and students. Many people would be negatively impacted by the removal of this bus route, myself included. Many students and faculty depend on this route to get to work on the weekdays and weekends. Without this route, I will mostly likely have to quit my job - and I am not in a financial standpoint to do so. Operating Budget, Management and Spending		
campus (except the somewhat adjacent D2 and D6, which are also possibly being eliminated), and Bus Service The removal of the D2, D6, and G2 services would cut all Georgetown University students off from the Bus Service The removal of the D2, D6, and G2 services would cut all Georgetown University students off from the Bus Service though the cost of living within the neighborhood is exorbitantly high. Most importantly, the proposal Bus Service tiself would have drastic and immediate effects on disabled students who have no other way of accessing the university's campus. Please reconsider the decision to cut the D2, D6, and G2 bus Bus Service Eliminating the G2, D2 and D6 bus lines would significantly impact Georgetown, students and all others who commute to that area on a regular basis. Given that there is already no rail service to Georgetown, Bus Service Pleeease don't get rid of the G2. PLEASE KEFP THE G2!!!! Bus Service G2 bus is an essential route for Georgetown faculty, staff, and students. Many people would be negatively impacted by the removal of this bus route, myself included. Many students and faculty depend on this route to get to and from the university. I, along with many other students, depend on this route to get to and from the university. I, along with mony other students, depend on this route to get to and from the university. I, along with many other students, depend on this route to get to work on the weekdays and weekends. Without this route, I will mostly likely have to quit my job – and I am not in a financial standpoint to do so. Operating Budget, Management an		Bus Service
cancelling the line would harm accessibility in the community. Bus Service The removal of the D2, D6, and G2 services would cut all Georgetown University students off from the rest of the city. It would make it nearly impossible for students to live outside of Georgetown, even though the cost of living within the neighborhood is exorbitantly high. Most importantly, the proposal itself would have drastic and immediate effects on disabled students who have no other way of accessing the university's campus. Please reconsider the decision to cut the D2, D6, and G2 bus Bus Service Eliminating the G2, D2 and D6 bus lines would significantly impact Georgetown rail service to Georgetown, this would make things even more difficult for those commuters. Bus Service Pleasease don't get rid of the G2. Bus Service PLEASE KEEP THE G2!!!! Bus Service G2 bus is an essential route for Georgetown faculty, staff, and students. Many people would be negatively impacted by the removal of this bus route, myself included. Many students and faculty depend on this route to get to and from the university. I, along with many other students, depend on this route to get to work on the weekdays and weekeds. Without this route, I will mostly likely have to quit my job - and I am not in a financial standpoint to do so. Operating Budget, Management and Spending	Please do not remove the G2. It is the only public transportation option directly to/from Georgetown's	
The removal of the D2, D6, and G2 services would cut all Georgetown University students off from the rest of the city. It would make it nearly impossible for students to live outside of Georgetown, even though the cost of living within the neighborhood is exorbitantly high. Most importantly, the proposal itself would have drastic and immediate effects on disabled students who have no other way of accessing the university's campus. Please reconsider the decision to cut the D2, D6, and G2 bus Eliminating the G2, D2 and D6 bus lines would significantly impact Georgetown students and all others who commute to that area on a regular basis. Given that there is already no rail service to Georgetown, this would make things even more difficult for those commuters. Pleaseese don't get rid of the G2. PLEASE KEEP THE G2!!! G2 bus is an essential route for Georgetown faculty, staff, and students. Many people would be negatively impacted by the removal of this bus route, myself included. Many students and faculty depend on this route to get to and from the university. I, along with many other students, depend on this route to get to work on the weekdays and weekends. Without this route, I will mostly likely have to quit my job – and I am not in a financial standpoint to do so.		
rest of the city. It would make it nearly impossible for students to live outside of Georgetown, even though the cost of living within the neighborhood is exorbitantly high. Most importantly, the proposal itself would have drastic and immediate effects on disabled students who have no other way of accessing the university's campus. Please reconsider the decision to cut the D2, D6, and G2 bus Eliminating the G2, D2 and D6 bus lines would significantly impact Georgetown students and all others who commute to that area on a regular basis. Given that there is already no rail service to Georgetown, this would make things even more difficult for those commuters. Pleaeease don't get rid of the G2. PLEASE KEP THE G2III G2 bus is an essential route for Georgetown faculty, staff, and students. Many people would be negatively impacted by the removal of this bus route, myself included. Many students and faculty depend on this route to get to ork on the weekeds, without this route, I will mostly likely have to quit my job – and I am not in a financial standpoint to do so.	cancelling the line would harm accessibility in the community.	Bus Service
though the cost of living within the neighborhood is exorbitantly high. Most importantly, the proposal itself would have drastic and immediate effects on disabled students who have no other way of accessing the university's campus. Please reconsider the decision to cut the D2, D6, and G2 bus Eliminating the G2, D2 and D6 bus lines would significantly impact Georgetown students and all others who commute to that area on a regular basis. Given that there is already no rail service to Georgetown, this would make things even more difficult for those commuters. Pleeeease don't get rid of the G2. PLEASE KEPT HE G2!!! G2 bus is an essential route for Georgetown faculty, staff, and students. Many people would be negatively impacted by the removal of this bus route, myself included. Many students and faculty depend on this route to get to and from the university. I, along with many other students, depend on this route to get to work on the weekdays and weekends. Without this route, I will mostly likely have to quit my job – and I am not in a financial standpoint to do so.	The removal of the D2, D6, and G2 services would cut all Georgetown University students off from the	
though the cost of living within the neighborhood is exorbitantly high. Most importantly, the proposal itself would have drastic and immediate effects on disabled students who have no other way of accessing the university's campus. Please reconsider the decision to cut the D2, D6, and G2 bus Eliminating the G2, D2 and D6 bus lines would significantly impact Georgetown students and all others who commute to that area on a regular basis. Given that there is already no rail service to Georgetown, this would make things even more difficult for those commuters. Pleeeease don't get rid of the G2. PLEASE KEPT HE G2!!! G2 bus is an essential route for Georgetown faculty, staff, and students. Many people would be negatively impacted by the removal of this bus route, myself included. Many students and faculty depend on this route to get to and from the university. I, along with many other students, depend on this route to get to work on the weekdays and weekends. Without this route, I will mostly likely have to quit my job – and I am not in a financial standpoint to do so.	rest of the city. It would make it nearly impossible for students to live outside of Georgetown, even	
itself would have drastic and immediate effects on disabled students who have no other way of accessing the university's campus. Please reconsider the decision to cut the D2, D6, and G2 bus Eliminating the G2, D2 and D6 bus lines would significantly impact Georgetown students and all others who commute to that area on a regular basis. Given that there is already no rail service to Georgetown, this would make things even more difficult for those commuters. Please ease don't get rid of the G2. PLEASE KEEP THE G2!!!! G2 bus is an essential route for Georgetown faculty, staff, and students. Many people would be negatively impacted by the removal of this bus route, myself included. Many students and faculty depend on this route to get to and from the university. I, along with many other students, depend on this route to get to work on the weekdays and weekends. Without this route, I will mostly likely have to quit my job – and I am not in a financial standpoint to do so.		
accessing the university's campus. Please reconsider the decision to cut the D2, D6, and G2 bus Eliminating the G2, D2 and D6 bus lines would significantly impact Georgetown students and all others who commute to that area on a regular basis. Given that there is already no rail service to Georgetown, this would make things even more difficult for those commuters. Pleaseese don't get rid of the G2. PLEASE KEEP THE G2!!!! G2 bus is an essential route for Georgetown faculty, staff, and students. Many people would be negatively impacted by the removal of this bus route, myself included. Many students and faculty depend on this route to get to and from the university. I, along with many other students, depend on this route to get to work on the weekdays and weekends. Without this route, I will mostly likely have to quit my job - and I am not in a financial standpoint to do so. Desting Budget, Management and Spending		
Eliminating the G2, D2 and D6 bus lines would significantly impact Georgetown students and all others who commute to that area on a regular basis. Given that there is already no rail service to Georgetown, this would make things even more difficult for those commuters. Bus Service Pleacease don't get rid of the G2. PLEASE KEP THE G2!!!! Bus Service G2 bus is an essential route for Georgetown faculty, staff, and students. Many people would be negatively impacted by the removal of this bus route, myself included. Many students and faculty depend on this route to get to work on the weekdays and weekends. Without this route, I will mostly likely have to quit my job – and I am not in a financial standpoint to do so.		Bus Service
who commute to that area on a regular basis. Given that there is already no rail service to Georgetown, Bus Service this would make things even more difficult for those commuters. Bus Service Pleeease don't get rid of the G2. Bus Service PLEASE KEPT THE G2!!!! Bus Service G2 bus is an essential route for Georgetown faculty, staff, and students. Many people would be negatively impacted by the removal of this bus route, myself included. Many students and faculty depend on this route to get to and from the university. I, along with many other students, depend on this route to get to on the weekdays and weekends. Without this route, I will mostly likely have to quit my job - and I am not in a financial standpoint to do so. Operating Budget, Management and Spending		
this would make things even more difficult for those commuters. Bus Service Pleesease don't get rid of the G2. Bus Service PLEASE KEEP THE G2!!!! Bus Service Of bus is an essential route for Georgetown faculty, staff, and students. Many people would be negatively impacted by the removal of this bus route, myself included. Many students and faculty depend on this route to get to and from the university. I, along with many other students, depend on this route to get to work on the weekdays and weekends. Without this route, I will mostly likely have to quit my job - and I am not in a financial standpoint to do so. Operating Budget, Management and Spending		
Pleeease don't get rid of the G2. Bus Service PLEASE KEEP THE G2!!!! Bus Service G2 bus is an essential route for Georgetown faculty, staff, and students. Many people would be negatively impacted by the removal of this bus route, myself included. Many students and faculty depend on this route to get to and from the university. I, along with many other students, depend on this route to get to work on the weekdays and weekends. Without this route, I will mostly likely have to quit my job and I am not in a financial standpoint to do so. Operating Budget, Management and Spending		Rus Service
PLEASE KEEP THE G2!!!! Bus Service G2 bus is an essential route for Georgetown faculty, staff, and students. Many people would be negatively impacted by the removal of this bus route, myself included. Many students and faculty depend on this route to get to and from the university. I, along with many other students, depend on this route to get to work on the weekdays and weekends. Without this route, I will mostly likely have to quit my job and I am not in a financial standpoint to do so. Operating Budget, Management and Spending		
G2 bus is an essential route for Georgetown faculty, staff, and students. Many people would be negatively impacted by the removal of this bus route, myself included. Many students and faculty depend on this route to get to and from the university. I, along with many other students, depend on this route to get to work on the weekdays and weekends. Without this route, I will mostly likely have to quit my job - and I am not in a financial standpoint to do so. Operating Budget, Management and Spending		
negatively impacted by the removal of this bus route, myself included. Many students and faculty depend on this route to get to and from the university. I, along with many other students, depend on this route to get to work on the weekdays and weekends. Without this route, I will mostly likely have to quit my job – and I am not in a financial standpoint to do so. Operating Budget, Management and Spending		DUS SELVICE
depend on this route to get to and from the university. I, along with many other students, depend on this route to get to work on the weekdays and weekends. Without this route, I will mostly likely have to quit my job and I am not in a financial standpoint to do so. Operating Budget, Management and Spending		
this route to get to work on the weekdays and weekends. Without this route, I will mostly likely have to quit my job and I am not in a financial standpoint to do so. Operating Budget, Management and Spending		
quit my job and I am not in a financial standpoint to do so. Operating Budget, Management and Spending	negatively impacted by the removal of this bus route, myself included. Many students and faculty	
	negatively impacted by the removal of this bus route, myself included. Many students and faculty depend on this route to get to and from the university. I, along with many other students, depend on	
Please keep the G2 bus route! It is the main route that I use to travel to work. Bus Service	negatively impacted by the removal of this bus route, myself included. Many students and faculty depend on this route to get to and from the university. I, along with many other students, depend on this route to get to work on the weekdays and weekends. Without this route, I will mostly likely have to	
	negatively impacted by the removal of this bus route, myself included. Many students and faculty depend on this route to get to and from the university. I, along with many other students, depend on this route to get to work on the weekdays and weekends. Without this route, I will mostly likely have to quit my job – and I am not in a financial standpoint to do so.	

Comment	Category
The G2, D2, and D6 metrobus lines are the only buses that can take someone to Georgetown University	
and the associated hospital from Dupont Circle and other areas of DC. Not only does this impact	
everyone who uses this public transport to get to and from work every single day, but this will affect	
numerous residents of the DC metro area who attend MedStar Georgetown University hospital for medical care. Medical care access at Georgetown is already quite limited by only having three	
metrobus lines, and eliminating them completely will be eliminating an entire population of people	
that could receive potentially life-saving medical care here. As for the people that use these buses to	
get to and from work, there is the option of utilizing the Georgetown sponsored shuttles, but the	
operation of these shuttles only keeps the students in mind, and not the staff. There is already no	
parking available on campus, so eliminating public transportation options will make it next to	
impossible for any Georgetown employee to get to work when the Georgetown shuttle isn't running.	
We should not have to rely on ridesharing services with exorbitant prices just to attend our job.	Bus Service
The current proposed changes would almost completely cut off Georgetown from the rest of the	
district, and we already don?t have a Metro stop. The proposed eliminations would impact	
Georgetown students and employees alike who rely on these busses every day.	Bus Service
WHY THE DO WE PAY SO MUCH FOR THE METRO WHEN ALL YOU'RE GOING TO DO IS CUT LINES	
(WE PAY MORE THAN NYC, WHOSE TRAINS ARE OLDER AND RUN FURTHER AND LATER)? WHY AM I PAYING THESE EXPENSIVE TAXES IF THEY AREN'T IMPROVING TRANSPORTATION!? MAYBE TAKE	
PAYCUTS FROM THE GREEDY C-SUITES WHO DO NOTHING!	Rail Service
This proposal is blatantly racist and classist, prioritizing wealthy neighborhoods and riders over less	
wealthy in a manner that has been blatant since Mr. Clarke began his tenure as leader. By cutting bus	
and rail service in DC neighborhoods east of the river Metro is proposing to perpetuate longstanding	
harms. Instead of turning back silver line trains at Stadium Armory, why not turn them back in Virginia	
and cut service there? Raising fares is less harmful than the proposal to cut service but is still a	
challenge. Perhaps, instead of installing new faregates which damage bags and clothing metro should	
have focused on using those funds for other areas. It's unclear how metro proposes to bring back	
ridership to increase revenue by making the service less available. The 96 is one of the only remaining	
cross city bus routes, it is constantly plagued with ghost buses (in spite of metro's assurances that those	
had been eliminated) and is often disregarded by leadership. However, cutting off access from far NE	
and SE to NW harms residents who need to get to work or who wish to move about the city efficiently. We should be running more buses on this route, not proposing to eliminate it. The proposals here are	
the mark of lazy leaders who wish to solve their problems in the way that impacts them the least. By	
targeting neighborhoods east of the river or populated by college students it's clear who Mr. Clarke and	
his leadership team think matter. It's a shame that they feel the need to punish neighborhoods most in	
need of robust transit opportunities by cutting service.	Bus Service
Please do not eliminate the G2. It is really the only bus that I care about. I am a Georgetown student	
and we have very limited transportation to parts of the DMV outside of Georgetown. Eliminating the	
G2 would be a major barrier to students and staff at Georgetown.	Bus Service
you can?t cancel all of D2, D6, G2 all together, how the hell are we going to be able to go to	
Georgetown, is this segregation all over again!!	Bus Service
i just think cutting g2 would be a massive inconvenience to me as a consumer and would make me less	
likely to choose metrobus	Bus Service
The G2 is the only bus that goes to Georgetown University! It is desperately needed! To address the	
budget shortfall, get better enforcement on buses and metro stations. Every day I see people walk onto the bus without paying and the driver does nothing. Every day, people jump the turnstiles to get on the	
metro. It's infuriating.	Operating Budget, Management and Spending
Do not get rid of the G2. It?s the only bus access to Georgetown University.	Bus Service
DC governments should pay for the metro fees for DC residents! and DC residents should freely use all	
metro services for all year round.	Fares/Fees/Parking
I am a Georgetown a student and the only reason I am alright with not having a metrorail stop is	
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people	raica/recay annig
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do	
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses.	Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to	
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS	Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary.	Bus Service Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the M6 and G2 bus. These two busses are my only way to work from home.	Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the M6 and G2 bus. These two buses are my only way to work from home. I think Metrorail should be a budget priority without necessarily relying on fare increases, but rather on	Bus Service Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the M6 and G2 bus. These two busses are my only way to work from home.	Bus Service Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the M6 and G2 bus. These two busses are my only way to work from home. I think Metrorail should be a budget priority without necessarily relying on fare increases, but rather on public funding ? as opposed to funding war crimes abroad. I also think that service hours should be	Bus Service Bus Service Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the M6 and G2 bus. These two busses are my only way to work from home. I think Metrorail should be a budget priority without necessarily relying on fare increases, but rather on public funding ? as opposed to funding war crimes abroad. I also think that service hours should be extended	Bus Service Bus Service Bus Service Operating Budget, Management and Spending
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the M6 and G2 bus. These two busses are my only way to work from home. I think Metrorail should be a budget priority without necessarily relying on fare increases, but rather on public funding ? as opposed to funding war crimes abroad. I also think that service hours should be extended Don?t cut the G2 route to georgetown	Bus Service Bus Service Bus Service Operating Budget, Management and Spending
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the M6 and G2 bus. These two buses are my only way to work from home. I think Metrorail should be a budget priority without necessarily relying on fare increases, but rather on public funding ? as opposed to funding war crimes abroad. I also think that service hours should be extended Don?t cut the G2 route to georgetown Please do not eliminate D2, D6, G2 and 31/33. It is vital to keep Georgetown connected and have these routes. Fare increases are a far more reasonable solution in this case. The G2 is vital to connecting Georgetown to the rest of the city. The neighborhood is already sparse in	Bus Service Bus Service Operating Budget, Management and Spending Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the M6 and G2 bus. These two busses are my only way to work from home. I think Metrorail should be a budget priority without necessarily relying on fare increases, but rather on public funding ? as opposed to funding war crimes abroad. I also think that service hours should be extended Don?t cut the G2 route to georgetown Please do not eliminate D2, D6, G2 and 31/33. It is vital to keep Georgetown connected and have these routes. Fare increases are a far more reasonable solution in this case. The G2 is vital to connecting Georgetown to the rest of the city. The neighborhood is already sparse in terms of public transportation, and eliminating this stop would leave many of the workers in the	Bus Service Bus Service Operating Budget, Management and Spending Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the M6 and G2 bus. These two buses are my only way to work from home. I think Metrorail should be a budget priority without necessarily relying on fare increases, but rather on public funding ? as opposed to funding war crimes abroad. I also think that service hours should be extended Don?t cut the G2 route to georgetown Please do not eliminate D2, D6, G2 and 31/33. It is vital to keep Georgetown connected and have these routes. Fare increases are a far more reasonable solution in this case. The G2 is vital to connecting Georgetown to the rest of the city. The neighborhood is already sparse in terms of public transportation, and eliminating this stop would leave many of the workers in the neighborhood but also Georgetown University (one of the largest private employers in the city) without	Bus Service Bus Service Operating Budget, Management and Spending Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the M6 and G2 bus. These two busses are my only way to work from home. I think Metrorail should be a budget priority without necessarily relying on fare increases, but rather on public funding ? as opposed to funding war crimes abroad. I also think that service hours should be extended Don?t cut the G2 route to georgetown Please do not eliminate D2, D6, G2 and 31/33. It is vital to keep Georgetown connected and have these routes. Fare increases are a far more reasonable solution in this case. The G2 is vital to connecting Georgetown to the rest of the city. The neighborhood is already sparse in terms of public transportation, and eliminating this stop would leave many of the workers in the neighborhood but also Georgetown University (one of the largest private employers in the city) without reliable transport to and from work. Every time I take the G2 from Georgetown it's nearly full, so I don't	Bus Service Bus Service Operating Budget, Management and Spending Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the M6 and G2 bus. These two busses are my only way to work from home. I think Metrorail should be a budget priority without necessarily relying on fare increases, but rather on public funding ? as opposed to funding war crimes abroad. I also think that service hours should be extended Don?t cut the G2 route to georgetown Please do not eliminate D2, D6, G2 and 31/33. It is vital to keep Georgetown connected and have these routes. Fare increases are a far more reasonable solution in this case. The G2 is vital to connecting Georgetown to the rest of the city. The neighborhood is already sparse in terms of public transportation, and eliminating this stop would leave many of the workers in the neighborhood but also Georgetown University (one of the largest private employers in the city) without reliable transport to and from work. Every time I take the G2 from Georgetown it's nearly full, so I don't understand why it's being considered for elimination. It is a heavily used line and connects a part of the	Bus Service Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not ean of the M6 and G2 bus. These two buses are my only way to work from home. I think Metrorail should be a budget priority without necessarily relying on fare increases, but rather on public funding ? as opposed to funding war crimes abroad. I also think that service hours should be extended Don?t cut the G2 route to georgetown Please do not eliminate D2, D6, G2 and 31/33. It is vital to keep Georgetown connected and have these routes. Fare increases are a far more reasonable solution in this case. The G2 is vital to connecting Georgetown to the rest of the city. The neighborhood is already sparse in terms of public transportation, and eliminating this stop would leave many of the workers in the neighborhood but also Georgetown University (one of the largest private employers in the city) without reliable transport to and from work. Every time I take the G2 from Georgetown it's nearly (ull, so I don't understand why it's being considered for elimination. It is a heavily used line and connects a part of the city with no metro stop and few bus routes connecting it to the eastern part of the city.	Bus Service Bus Service Operating Budget, Management and Spending Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the M6 and G2 bus. These two buses are my only way to work from home. I think Metrorail should be a budget priority without necessarily relying on fare increases, but rather on public funding ? as opposed to funding war crimes abroad. I also think that service hours should be extended Don?t cut the G2 route to georgetown Please do not eliminate D2, D6, G2 and 31/33. It is vital to keep Georgetown connected and have these routes. Fare increases are a far more reasonable solution in this case. The G2 is vital to connecting Georgetown to the rest of the city. The neighborhood is already sparse in terms of public transportation, and eliminating this stop would leave many of the workers in the neighborhood but also Georgetown University (one of the largest private employers in the city) without reliable transport on and from work. Every time I take the G2 from Georgetown it's nearly full, so I don't understand why it's being considered for elimination. It is a heavily used line and connects a part of the city with no metro stop and few bus routes connecting it to the eastern part of the city. By eliminating certain routes in the Georgetown Neighborhood, the neighborhood will become more	Bus Service Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the M6 and G2 bus. These two busses are my only way to work from home. I think Metrorail should be a budget priority without necessarily relying on fare increases, but rather on public funding ? as opposed to funding war crimes abroad. I also think that service hours should be extended Don?t cut the G2 route to georgetown Please do not eliminate D2, D6, G2 and 31/33. It is vital to keep Georgetown connected and have these routes. Fare increases are a far more reasonable solution in this case. The G2 is vital to connecting Georgetown to the rest of the city. The neighborhood is already sparse in terms of public transportation, and eliminating this stop would leave many of the workers in the neighborhood but also Georgetown University (one of the largest private employers in the city) without understand why it's being considered for elimination. It is a heavily used line and connects a part of the city with no metro stop and few bus routes connecting it to the eastern part of the city. By eliminating certain routes in the Georgetown Neighborhood, the neighborhood will become more inaccessible which will cause many problems for its residents. The people in Georgetown should be	Bus Service Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the M6 and G2 bus. These two busses are my only way to work from home. I think Metrorail should be a budget priority without necessarily relying on fare increases, but rather on public funding ? as opposed to funding war crimes abroad. I also think that service hours should be extended Don?t cut the G2 route to georgetown Please do not eliminate D2, D6, G2 and 31/33. It is vital to keep Georgetown connected and have these routes. Fare increases are a far more reasonable solution in this case. The G2 is vital to connecting Georgetown to the rest of the city. The neighborhood is already sparse in terms of public transportation, and eliminating this stop would leave many of the workers in the neighborhood but also Georgetown University (one of the largest private employers in the city) without reliable transport to and from work. Every time I take the G2 from Georgetown it's nearly full, so I don't understand why it's being considered for elimination. It is a heavily used line and connects a part of the city with no metro stop and few bus routes connecting it to the eastern part of the city. By eliminating certain routes in the Georgetown Neighborhood, the neighborhood will become more inaccessible which will cause many problems for its residents. The people in Georgetown should be allowed to have access to public transportation and getting rid of these services will prevent many from	Bus Service Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the M6 and G2 bus. These two busses are my only way to work from home. I think Metrorail should be a budget priority without necessarily relying on fare increases, but rather on public funding ? as opposed to funding war crimes abroad. I also think that service hours should be extended Don?t cut the G2 route to georgetown Please do not eliminate D2, D6, G2 and 31/33. It is vital to keep Georgetown connected and have these routes. Fare increases are a far more reasonable solution in this case. The G2 is vital to connecting Georgetown to the rest of the city. The neighborhood is already sparse in terms of public transportation, and eliminating this stop would leave many of the workers in the neighborhood but also Georgetown University (one of the largest private employers in the city) without understand why it's being considered for elimination. It is a heavily used line and connects a part of the city with no metro stop and few bus routes connecting it to the eastern part of the city. By eliminating certain routes in the Georgetown Neighborhood, the neighborhood will become more inaccessible which will cause many problems for its residents. The people in Georgetown should be	Bus Service Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the M6 and G2 bus. These two buses are my only way to work from home. I think Metrorail should be a budget priority without necessarily relying on fare increases, but rather on public funding ? as opposed to funding war crimes abroad. I also think that service hours should be extended Don?t cut the G2 route to georgetown Please do not eliminate D2, D6, G2 and 31/33. It is vital to keep Georgetown connected and have these routes. Fare increases are a far more reasonable solution in this case. The G2 is vital to connecting Georgetown to the rest of the city. The neighborhood is already sparse in terms of public transportation, and eliminating this stop would leave many of the workers in the neighborhood but also Georgetown University (one of the largest private employers in the city) without reliable transport to and from work. Every time I take the G2 from Georgetown it's nearly full, so I don't understand why it's being considered for elimination. It is a heavily used line and connects a part of the city with no metro stop and few bus routes connecting it to the eastern part of the city. By eliminating certain routes in the Georgetown Neighborhood, the neighborhood will become more inaccessible which will cause many problems for its residents. The people in Georgetown should be allowed to have access to public transportation and getting rid of these services will prevent many from getting access to the convenience of the metrobus system. This proposal should not be implemented at	Bus Service Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the M6 and G2 bus. These two buses are my only way to work from home. I think Metrorail should be a budget priority without necessarily relying on fare increases, but rather on public funding ? as opposed to funding war crimes abroad. I also think that service hours should be extended Don?t cut the G2 route to georgetown Please do not eliminate D2, D6, G2 and 31/33. It is vital to keep Georgetown connected and have these routes. Fare increases are a far more reasonable solution in this case. The G2 is vital to connecting Georgetown to the rest of the city. The neighborhood is already sparse in terms of public transportation, and eliminating this stop would leave many of the workers in the neighborhood but also Georgetown University (one of the largest private employers in the city) without reliable transport to and from work. Every time I take the G2 from Georgetown it's nearly full, so I don't understand why it's being considered for elimination. It is a heavily used line and connects a part of the city with no metro stop and few bus routes connecting it to the eastern part of the city. By eliminating certain routes in the Georgetown Neighborhood, the neighborhood will become more inaccessible which will cause many problems for its residents. The people in Georgetown should be allowed to have access to public transportation and getting rid of these services will prevent many from getting access to the convenience of the metrobus system. This proposal should not be implemented at all,	Bus Service Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the M6 and G2 bus. These two buses are my only way to work from home. I think Metrorail should be a budget priority without necessarily relying on fare increases, but rather on public funding ? as opposed to funding war crimes abroad. I also think that service hours should be extended Don?t cut the G2 route to georgetown Please do not eliminate D2, D6, G2 and 31/33. It is vital to keep Georgetown connected and have these routes. Fare increases are a far more reasonable solution in this case. The G2 is vital to connecting Georgetown to the rest of the city. The neighborhood is already sparse in terms of public transportation, and eliminating this stop would leave many of the workers in the neighborhood but also Georgetown University (one of the largest private employers in the city) without reliable transport to and from work. Every time I take the G2 from Georgetown it's nearly full, so I don't understand why it's being considered for elimination. It is a heavily used line and connects a part of the city with no metro stop and few bus routes connecting it to the eastern part of the city. By eliminating certain routes in the Georgetown Neighborhood, the neighborhood will become more inaccessible which will cause many problems for its residents. The people in Georgetown budib te allowed to have access to public transportation and getting rid of these services will prevent many from getting access to the convenience of the metrobus system. This proposal should not be implemented at all. The elimination of the	Bus Service Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the M6 and G2 bus. These two busses are my only way to work from home. I think Metrorail should be a budget priority without necessarily relying on fare increases, but rather on public funding ? as opposed to funding war crimes abroad. I also think that service hours should be extended Don?t cut the G2 route to georgetown Please do not eliminate D2, D6, G2 and 31/33. It is vital to keep Georgetown connected and have these routes. Fare increases are a far more reasonable solution in this case. The G2 is vital to connecting Georgetown to the rest of the city. The neighborhood is already sparse in terms of public transportation, and eliminating this stop would leave many of the workers in the neighborhood but also Georgetown University (one of the largest private employers in the city) without understand why it's being considered for elimination. It is a heavily used line and connects a part of the city with no metro stop and few bus routes connecting it to the eastern part of the city. By eliminating certain routes in the Georgetown Neighborhood, the neighborhood will become more inaccessible which will cause many problems for its residents. The people in Georgetown should be allowed to have access to public transportation and getting rid of these services will prevent many from getting access to the convenience of the metrobus system. This proposal should not be implemented at all. The elimination of the G2 and D6 Metrobus lines would be a huge disservice to the Georgetown it commute to Georgetown, it would	Bus Service Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the M6 and G2 bus. These two busses are my only way to work from home. I think Metrorail should be a budget priority without necessarily relying on fare increases, but rather on public funding ? as opposed to funding war crimes abroad. I also think that service hours should be extended Don?t cut the G2 route to georgetown Please do not eliminate D2, D6, G2 and 31/33. It is vital to keep Georgetown connected and have these routes. Fare increases are a far more reasonable solution in this case. The G2 is vital to connecting Georgetown to the rest of the city. The neighborhood is already sparse in terms of public transportation, and eliminating this stop would leave many of the workers in the neighborhood but also Georgetown University (one of the largest private employers in the city) without reliable transport to and from work. Every time I take the G2 from Georgetown it's nearly full, so I don't understand why it's being considered for elimination. It is a heavily used line and connects a part of the city with no metro stop and few bus routes connecting it to the eastern part of the city. By eliminating certain routes in the Georgetown Neighborhood, the neighborhood will become more inaccessible which will cause many proholems for its residents. The people in Georgetown should be allowed to have access to public transportation and getting rid of these services will prevent many from getting access to the convenience of the metrobus system. This proposal should not be implemented at all. The elimination of	Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the M6 and G2 bus. These two buses are my only way to work from home. I think Metrorail should be a budget priority without necessarily relying on fare increases, but rather on public funding ? as opposed to funding war crimes abroad. I also think that service hours should be extended Don?t cut the G2 route to georgetown Please do not eliminate D2, D6, G2 and 31/33. It is vital to keep Georgetown connected and have these routes. Fare increases are a far more reasonable solution in this case. The G2 is vital to connecting Georgetown to the rest of the city. The neighborhood is already sparse in terms of public transportation, and eliminating this stop would leave many of the workers in the neighborhood but also Georgetown University (one of the largest private employers in the city) without reliable transport to and from work. Every time I take the G2 from Georgetown it's nearly full, so I don't exit with no metro stop and few bus routes connecting it to the eastern part of the city. By eliminating certain routes in the Georgetown Neighborhood, the neighborhood will become more inaccessible which will cause many problems for its residents. The people in Georgetown should be allowed to have access to public transportation and getting rid of these services will prevent many from getting access to the convenience of the metrobus system. This proposal should not be implemented at all. The elimination of the G2 and D6 Metrobus lines would be a huge disservice to the Georgetown University community. With these tw	Bus Service Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the M6 and G2 bus. These two buses are my only way to work from home. I think Metrorail should be a budget priority without necessarily relying on fare increases, but rather on public funding ? as opposed to funding war crimes abroad. I also think that service hours should be extended Don?t cut the G2 route to georgetown Please do not eliminate D2, D6, G2 and 31/33. It is vital to keep Georgetown connected and have these routes. Fare increases are a far more reasonable solution in this case. The G2 is vital to connecting Georgetown to the rest of the city. The neighborhood is already sparse in terms of public transportation, and eliminating this stop would leave many of the workers in the neighborhood but also Georgetown University (one of the largest private employers in the city) without reliable transport to and from work. Every time I take the G2 from Georgetown it's nearly full, so I don't understand why it's being considered for elimination. It is a heavily used line and connects a part of the city with no metro stop and few bus routes connecting it to the eastern part of the city. By eliminating certain routes in the Georgetown Neighborhood, the neighborhood will become more inaccessible which will cause many problems for its residents. The people in Georgetown induced allowed to have access to public transportation and getting rid of these services will prevent many from getting access to the convenience of the metrobus system. This proposal should not be implemented at all, The elimination of the	Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the M6 and G2 bus. These two busses are my only way to work from home. I think Metrorail should be a budget priority without necessarily relying on fare increases, but rather on public funding ? as opposed to funding war crimes abroad. I also think that service hours should be extended Don?t cut the G2 route to georgetown Please do not eliminate D2, D6, G2 and 31/33. It is vital to keep Georgetown connected and have these routes. Fare increases are a far more reasonable solution in this case. The G2 is vital to connecting Georgetown to the rest of the city. The neighborhood is already sparse in terms of public transportation, and eliminating this stop would leave many of the workers in the neighborhood but also Georgetown University (one of the largest private employers in the city) without reliable transport to and few bus routes connecting it to the eastern part of the city. By eliminating certain routes in the Georgetown Neighborhood, the neighborhood will be come more inaccessible which will cause many problems for its residents. The people in Georgetown should be allowed to have access to public transportation and getting rid of these services will prevent many from getting access to the convenience of the metrobus system. This proposal should not be implemented at all, The elimination of the G2 and D6 Metrobus lines would be a huge disservice to the Georgetown should be allowed to have access to public transportation and getting rid of these services will prevent many from getting access to the conve	Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the MG and G2 bus. These two busses are my only way to work from home. I think Metrorail should be a budget priority without necessarily relying on fare increases, but rather on public funding ? as opposed to funding war crimes abroad. I also think that service hours should be extended Don't cut the G2 route to georgetown Please do not eliminate D2, D6, G2 and 31/33. It is vital to keep Georgetown connected and have these routes. Fare increases are a far more reasonable solution in this case. The G2 is vital to connecting Georgetown to the rest of the city. The neighborhood is already sparse in terms of public transportation, and eliminating this stop would leave many of the workers in the neighborhood but also Georgetown University (one of the largest private employers in the city) without reliable transport to and from work. Every time I take the G2 from Georgetown it's nearly full, so I don't understand why it's being considered for elimination. It is a heavily used line and connects a part of the city with no metro stop and few bus routes connecting it to the eastern part of the city. By eliminating certain routes in the Georgetown Neighborhood, the neighborhood will become more inaccessible which will cause many problems for its residents. The people in Georgetown should be allowed to have access to public transportation and getting rid of these services will prevent many from getting access to the convenience of the metrobus system. This proposal should not be implemented at allowed to have access to	Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the M6 and G2 bus. These two buses are my only way to work from home. I think Metrorail should be a budget priority without necessarily relying on fare increases, but rather on public funding ? as opposed to funding war crimes abroad. I also think that service hours should be extended Don?t cut the G2 route to georgetown Please do not eliminate D2, D6, G2 and 31/33. It is vital to keep Georgetown connected and have these routes. Fare increases are a far more reasonable solution in this case. The G2 is vital to connecting Georgetown to the rest of the city. The neighborhood is already sparse in terms of public transportation, and eliminating this stop would leave many of the workers in the neighborhood but also Georgetown University (one of the largest private employers in the city) without reliable transport to and from work. Every time I take the G2 from Georgetown it's nearly full, so I don't understand why it's being considered for elimination. It is a heavily used line and connects a part of the city with no metro stop and few bus routes connecting it to the eastern part of the city. By eliminating certain routes in the Georgetown Neighborhood, the neighborhood will become more inaccessible which will cause many problems for its residents. The people in Georgetown should be allowed to have access to public transportation and getting rid of these services will prevent many from getting access to the convenience of the metrobus system. This proposal should not be implemented at all. The elimination of th	Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the M6 and G2 bus. These two busses are my only way to work from home. I think Metrorail should be a budget priority without necessarily relying on fare increases, but rather on public funding ? as opposed to funding war crimes abroad. I also think that service hours should be extended Don?t cut the G2 route to georgetown Please do not eliminate D2, D6, G2 and 31/33. It is vital to keep Georgetown connected and have these routes. Fare increases are a far more reasonable solution in this case. The G2 is vital to connecting Georgetown to the rest of the city. The neighborhood is already sparse in terms of public transportation, and eliminating this stop would leave many of the workers in the neighborhood but also Georgetown to the rest of the city. The neighborhood will become more linaccessible which will cause many problems for its residents. The people in Georgetown should be allowed to have access to public transportation and getting rid of these services will prevent many from getting access to the convenience of the metrobus system. This proposal should not be implemented at all. The elimination of the G2 and D6 Metrobus lines would be a huge disservice to the Georgetown in their ability to utilize public transportation. It is necelibly disapointing that the elimination of these lines offer no alternative routes or options for those that rely on them. I rely on D6 and D2 to get many places as a Georgetown student. Please do not eliminate theses stops. I liminating the D2, D6, and G2 buses would complet	Bus Service
because of the G2 and D6 buses. If you eliminate those it would essentially be a huge insult to people in the Georgetown area since we would have no reasonable access to public transportation. Please do not get rid of these buses. The service cuts is a very lame proposal. A lot of people have chosen areas to live based on access to Metro. Life will be incredibly difficult if these cuts are effected. PLEASE LEAVE THE G2 METRO BUS ROUTE ALONE. It's better to increase the price if neccesary. Please do not cancel the M6 and G2 bus. These two buses are my only way to work from home. I think Metrorail should be a budget priority without necessarily relying on fare increases, but rather on public funding ? as opposed to funding war crimes abroad. I also think that service hours should be extended Don?t cut the G2 route to georgetown Please do not eliminate D2, D6, G2 and 31/33. It is vital to keep Georgetown connected and have these routes. Fare increases are a far more reasonable solution in this case. The G2 is vital to connecting Georgetown to the rest of the city. The neighborhood is already sparse in terms of public transportation, and eliminating this stop would leave many of the workers in the neighborhood but also Georgetown University (one of the largest private employers in the city) without reliable transport to and from work. Every time I take the G2 from Georgetown it's nearly full, so I don't understand why it's being considered for elimination. It is a heavily used line and connects a part of the city with no metro stop and few bus routes connecting it to the eastern part of the city. By eliminating certain routes in the Georgetown Neighborhood, the neighborhood will become more inaccessible which will cause many problems for its residents. The people in Georgetown should be allowed to have access to public transportation and getting rid of these services will prevent many from getting access to the convenience of the metrobus system. This proposal should not be implemented at all. The elimination of th	Bus Service

Comment	Category
The proposed changes almost completely eliminate the city?s access to Georgetown. As a student who	
takes the bus almost every day, there is no other way for me to get to Georgetown in a relatively timely	
manner on public transportation. This part of the city is already inaccessible by transport as it is, and	
this proposed rule will only make that issue substantially worse. While those who can afford to live in	
Georgetown may have the luxury of owning a car, that is not the reality for all those who need to take	
public transportation to get to school and work, whether at the hospital, on M Street, etc. When I take	
this bus, it is almost always full, even as late as 9:00 p.m. and as early as 7:00 a.m. Why would Metro	
even consider cutting these bus lines when so many people rely on this consistent transportation to get	
to and from their obligations?	Bus Service
The G2 bus is the only goddamn option that many Georgetown students and staff have to travel into	
the city and get to work. The 31 and 33 are the fastest way for me to get to my job and my medical	
appointment. I know that whoever is reading this probably didn't make the call, and I don't blame you	
personally, but JESUS CHRIST this is such a bad idea. Holy hell this would be awful.	Bus Service
Parking increases will drive away many Metrorail customers, literally. Most are not included in	
company perks so it's a direct out of pocket expense for people. I would hate to pay more for worse lead times on the Metrorail. Ten minute waits on Silver line at rush hour are fine, anything longer is	
awful. I rely on G8 to provide access to Georgetown University and I cannot believe Metrobus would	
not serve the university staff and students. Weekend access is critical for bus service or else it's hopeless for people who live in DC and need public transit.	Due Canting
The proposed bus route changes effectively disconnect the Georgetown/Burleith neighborhoods from	Bus Service
the rest of Washington, DC and the public transportation network. This neighborhood includes a large	
University and hospital. Maintaining a connection to the broader WMATA network is critical for students, faculty, staff, and patients.	Bus Service
bo not remove the G2 Line at Georgetown. Also maintain the same level of service on the red line	
going to Shady Grove.	Bus Service
I think that bus routes in Virginia and Maryland should be cut before bus routes in DC are considered	
for being cut. The Metro should serve the residents of the city of DC before it serves commuters from	
the states of Virginia and Maryland which have their own transportation budget and funding.	Operating Budget, Management and Spending
The G2 is the only way for students in Dupont to and beyond to get to Georgetown. Cutting this route	1-1-1-1-0
will force students to have to relocate to Georgetown, which is unaffordable for most. Dont cut the G2	Bus Service
PLEASE PLEASE PLEASE Don not eliminate the G2 bus as a Georgetown student this bus is so helpful for	
getting anywhere	Bus Service
The G2 is an important route for accessing Georgetown. I live in Shaw and work at the university	
hospital in Georgetown, and while I usually use the university shuttle, the G2 makes commuting to	
Georgetown easier.	Bus Service
Meet the gap with taxpayer funding. Public transit is a service not only to those taking transit but also	
drivers, walkers, bikers, and all community members. As well as visitors and tourists.	Capital Budget
G2 and 31, 33 are the only busses that go to my work in Georgetown. Please don't remove!!!	Bus Service
The D6 is the ONLY bus or form of public transportation that comes through my area with access to	
Sibley Hospital, DuPont, and the rest of DC. It is also is what a majority of MacArthur high school	
students take to get to and from school. Completely eliminating its service would leave a lot of people	
without easy transportation or access to any form of transportation, not to mention that it would	
severely increase traffic through Foxhall and MacArthur Blvd since there would be no other way to get	
to this area but by car; there is already a lot of traffic on these roads with the bus included. In short,	
eliminating the D6 would make it incredibly difficult to navigate DC and the DMV area. I?d much rather	
there be a fare increase than no form of public transportation at all.	Bus Service
Please do not eliminate the D6 route. That is currently one of the only routes through downtown DC	
prease as not emminate the portoute. That is currently one of the only routes through downtown DC	
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many	
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many	
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route	
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metrobus routes would	
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroDus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment.	Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroDus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways	Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metrobus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus.	Bus Service Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and	Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metrobus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities.	Bus Service Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students	Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops,	Bus Service Bus Service Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to wak like 10 blocks to get to the closest stop.	Bus Service Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Very upset about the cutting of the G2 bus. Getting to work at Georgetown is very hard, given the lack	Bus Service Bus Service Bus Service Rail Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Very upset about the cutting of the G2 bus. Getting to work at Georgetown is very hard, given the lack of train. The bus is the reliable means I have, aside from biking.	Bus Service Bus Service Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Very upset about the cutting of the G2 bus. Getting to work at Georgetown is very hard, given the lack of train. The bus is the reliable means I have, aside from biking. Some of the proposed bus line eliminations are the only way students can reach Georgetown or exit	Bus Service Bus Service Bus Service Rail Service Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Very upset about the cutting of the G2 bus. Getting to work at Georgetown is very hard, given the lack of train. The bus is the reliable means I have, aside from biking. Some of the proposed bus line eliminations are the only way students can reach Georgetown or exit Georgetown.	Bus Service Bus Service Bus Service Rail Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Some of the proposed bus line eliminations are the only way students can reach Georgetown or exit Georgetown. There are not that many Metro buses and no Metro at all runing around Georgetown University and would negatively.	Bus Service Bus Service Bus Service Rail Service Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Very upset about the cutting of the G2 bus. Getting to work at Georgetown is very hard, given the lack of train. The bus is the reliable means I have, aside from biking. Some of the proposed bus line eliminations are the only way students can reach Georgetown or exit Georgetown. There are not that many Metro buses and no Metro at all runing around Georgetown University and Palisades, which already makes it difficult and inconvenient for people who livevd aound Palisades and	Bus Service Bus Service Bus Service Rail Service Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Very upset about the cutting of the G2 bus. Getting to work at Georgetown is very hard, given the lack of train. The bus is the reliable means I have, aside from biking. Some of the proposed bus line eliminations are the only way students can reach Georgetown or exit Georgetown. There are not that many Metro buses and no Metro at all runing around Georgetown University and Palisades, which already makes it difficult and inconvenient for people who liveva aound Palisades and on the north side of Georgetown University to go to the downtown, Virginia, or even to the M street	Bus Service Bus Service Bus Service Rail Service Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to closest stop. Very upset about the cutting of the G2 bus. Getting to work at Georgetown is very hard, given the lack of train. The bus is the reliable means I have, aside from biking. Some of the proposed bus line eliminations are the only way students can reach Georgetown or exit Georgetown. There are not that many Metro buses and no Metro at all runing around Georgetown University and Palisades, which already makes it difficult and inconvenient for people who livevd aound Palisades and on the north side of Georgetown University tog to the downtown, Virginia, or even to the M street and Wisconsin Ave. Besides, the worst parking situation around these area makes driving to those	Bus Service Bus Service Bus Service Rail Service Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Very upset about the cutting of the G2 bus. Getting to work at Georgetown is very hard, given the lack of train. The bus is the reliable means I have, aside from biking. Some of the proposed bus line eliminations are the only way students can reach Georgetown or exit Georgetown. There are not that many Metro buses and no Metro at all runing around Georgetown University and Palisades, which already makes it difficult and inconvenient for people who livevd aoundr Palisades and on the north side of Georgetown University tog to the downtown, Virginia, or even to the M street and Wisconsin Ave. Besides, the worst parking situation around these area make driving to those places an unpleasant and expensive option which either gives so much trouble for people who need to	Bus Service Bus Service Bus Service Rail Service Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop Yery upset about the cutting of the G2 bus. Getting to work at Georgetown is very hard, given the lack of train. The bus is the reliable means I have, aside from blking. Some of the proposed bus line eliminations are the only way students can reach Georgetown or exit Georgetown. There are not that many Metro buses and no Metro at all runing around Georgetown University and Palisades, which already makes it difficult and inconvenient for people who livevd aound Palisades and on the north side of Georgetown University to go to the downtown, Virginia, or even to the M street and Wisconsin Ave. Besides, the worst parking situation around these area makes driving to those places an unpleasant and expensive option which either gives so wuch trouble for people who need to commute to Georgetown University and Palisades area or prevent people to come here. In addition, I	Bus Service Bus Service Bus Service Rail Service Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Very upset about the cutting of the G2 bus. Getting to work at Georgetown is very hard, given the lack of train. The bus is the reliable means I have, aside from biking. Some of the proposed bus line eliminations are the only way students can reach Georgetown or exit Georgetown. There are not that many Metro buses and no Metro at all runing around Georgetown University and Palisades, which already makes it difficult and inconvenient for people who lived aound Palisades and on the north side of Georgetown University tog to the downtown, Virginia, or even to the M street and Wisconsin Ave. Besides, the worst parking situation around these area makes driving to those places an unpleasant and expensive option which either gives so much trouble for people who need to commute to Georgetown University and Palisades area or prevent people do need these but routines.	Bus Service Bus Service Bus Service Rail Service Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorall service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Some of the proposed bus line eliminations are the only way students can reach Georgetown or exit Georgetown. There are not that many Metro buses and no Metro at all runing around Georgetown University and Palisades, which already makes it difficult and inconvenient for people who livevd aound Palisades and on the north side of Georgetown University tog to the downtown, Virginia, or even to the M street and Wisconsin Ave. Besides, the worst parking situation around these area makes driving to those places an unpleasant and expensive option which either gives so much trouble for people who need to commute to Georgetown University and Palisades area or prevent people to come here. In addition, 1 always notice that it's very crowded on D6 and G2 which means people wno can not afford to live in the seven the consideration that a lot of young poor students and people wno can not afford to live in the seven the se	Bus Service Bus Service Bus Service Rail Service Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Very upset about the cutting of the G2 bus. Getting to work at Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Very upset about the cutting of the G2 bus. Getting to work at Georgetown University and Palisades, which already makes it difficult and inconvenient for people who liveva aoundr Palisades and on the north side of Georgetown University tog to the downtown, Virginia, or even to the M street and Wisconsin Ave. Besides, the worst parking situation around these area makes driving to those places an unpleasant and expensive option which either gives so much trouble for people who need to commute to Georgetown University and Palisades area or prevent people to come here.In addition, I always notice that it's very crowded on D6 and G2 which mans people who can ot afford to live in the downtown of DC lived in the Palisades area, eliminate D6 and G2 orother bus route	Bus Service Bus Service Bus Service Rail Service Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Very upset about the cutting of the G2 bus. Getting to work at Georgetown is very hard, given the lack of train. The bus is the reliable means I have, aside from blking. Some of the proposed bus line eliminations are the only way students can reach Georgetown or exit Georgetown. There are not that many Metro buses and no Metro at all runing around Georgetown University and Palisades, which already makes it difficult and inconvenient for people who livevd aound Palisades and on the north side of Georgetown University to go to the downtown, Virginia, or even to the M street and Wisconsin Ave. Besides, the worst parking situation around these area makes driving to those places an unpleasant and expensive option which either gives so much trouble for people who need to commute to Georgetown University and Palisades area or prevent people to come here. In addition, I always notice that it's very crowded on D6 and	Bus Service Bus Service Bus Service Rail Service Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Very upset about the cutting of the G2 bus. Getting to work at Georgetown is very hard, given the lack of train. The bus is the reliable means I have, aside from biking. Some of the proposed bus line eliminations are the only way students can reach Georgetown or exit Georgetown. There are not that many Metro buses and no Metro at all runing around Georgetown University and Palisades, which already makes it difficult and inconvenient for people who livevd aound Palisades and on the north side of Georgetown University to go to the downtown, Virginia, or even to the M street places an unpleasant and expensive option which either gives so much trouble for people who need to commute to Georgetown University and Palisades area or prevent people to come here. In addition, I always notice that it's very crowded on D6 and G2 which means people do need these but routines. Given the consideration that a lot of young poo	Bus Service Bus Service Bus Service Rail Service Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Very upset about the cutting of the G2 bus. Getting to work at Georgetown lower hard, given the lack of train. The bus is the reliable means I have, aside from biking. Some of the proposed bus line eliminations are the only way students can reach Georgetown or exit Georgetown. There are not that many Metro buses and no Metro at all runing around Georgetown University and Palisades, which already makes it difficult and inconvenient for people who livevd aound Palisades and on the north side Georgetown University to go to the downtown, Virginia, or even to the M street and Wisconsin Ave. Besides, the worst parking situation around these area makes driving to those places an unpleasant and expensive option which either gives so much trouble for people who need to commute to Georgetown that a lot of young poor students and people who can not afford to live in the downtown of DC lived in the Palisades area, eliminate area or prevent peo	Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Very upset about the cutting of the G2 bus. Getting to work at Georgetown I svery hard, given the lack of train. The bus is the reliable means I have, aside from biking. Some of the proposed bus line eliminations are the only way students can reach Georgetown or exit Georgetown. University and Palisades, which already makes it difficult and inconvenient for people who livevd aound Palisades and on the north side of Georgetown University tog to the downtown, Virginia, or even to the Street and Wisconsin Ave. Besides, the worst parking situation around these area makes driving to those places an unpleasant and expensive option which either gives so much trouble for people who need to commute to Georgetown University and Palisades area or prevent people to come here.In addition, I always notice that it's very crowded on D6 and G2 witch means people done and these intrudities in either daily life and increase the difficulty of daily co	Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Very upset about the cutting of the G2 bus. Getting to work at Georgetown is very hard, given the lack of train. The bus is the reliable means I have, aside from bliking. Some of the proposed bus line eliminations are the only way students can reach Georgetown or exit Georgetown. There are not that many Metro buses and no Metro at all runing around Georgetown University and Palisades, which already makes it difficult and inconvenient for people who livevd aound Palisades and on the north side of Georgetown University to go to the downtown, Virginia, or even to the M street and Wisconsin Ave. Besides, the worst parking situation around these area makes driving to those places an unpleasant and expensive option which either gives so much trouble for people who need to commute to Georgetown University and Palisades area or prevent people bus come ters and addinon, I always notice that it's very crowded on D6 and G2 which means	Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to closest stop. Very upset about the cutting of the G2 bus. Getting to work at Georgetown is very hard, given the lack of train. The bus is the reliable means I have, aside from biking. Some of the proposed bus line eliminations are the only way students can reach Georgetown or exit Georgetown. There are not that many Metro buses and no Metro at all runing around Georgetom University and Palisades, which already makes it difficult and inconvenient for people who livevd aound Palisades and on the north side of Georgetown University tog to the downtown, Virginia, or even to the M street and Wisconsin Ave. Besides, the worst parking situation around these area makes driving to those places an unpleasant and expensive option which either gives so much trouble for people who need to commute to Georgetown that a lot of young poor students and people who can not afford to live in the downtown of DC lived in the Palisades area, eliminate D6 and G2 which means	Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate an alternate werebus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Very uset about the cutting of the G2 bus. Getting to work at Georgetown liversity and parts a significant portion of my day-to-day activities. g2 is literally used but the cutting of the G2 bus. Getting to work at Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Very uset about the cutting of the G2 bus. Getting to work at Georgetown University and Palisades, which already makes it difficult and inconvenient for people who livevd aound Palisades and on the north side of Georgetown University tog to the downtown, Virginia, or even to the M street and Wisconsin Ave. Besides, the worst parking situation around these area make driving to hose places an unpleasant and expensive option which either gives so much trouble for people who need to commute to Georgetown University and Palisades area or prevent people do need these but routines. There are not that it	Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Very upset about the cutting of the G2 bus. Getting to work at Georgetown is very hard, given the lack of train. The bus is the reliable means I have, aside from biking. Some of the proposed bus line eliminations are the only way students can reach Georgetown or exit Georgetown. There are not that many Metro buses and no Metro at all runing around Georgetown University and Palisades, which already makes it difficult and inconvenient for people who livevd aound Palisades and on the north side of Georgetown University tog to the downtown, Virginia, or even to the M street and Wisconsin Ave. Besides, the worst parking situation around these area makes driving to those places an unpleasant and expensive option which either gives so much trouble for people who need to commute to Georgetown University and Palisades area or prevent people to come here.In addition, I always notice that it's very crowded on D6 and G2 wich means peopl	Bus Service Description Bus Service Description Bus Service Bus Se
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to closest stop. Very upset about the cutting of the G2 bus. Getting to work at Georgetown is very hard, given the lack of train. The bus is the reliable means I have, aside from biking. Some of the proposed bus line eliminations are the only way students can reach Georgetown University and Palisades, which already makes it difficult and inconvenient for people who livevd aound Palisades and on the north side of Georgetown University to go to the downtown, Virginia, or even to the M street and Wisconsin Ave. Besides, the worst parking situation around these area makes driving to hose places an unpleasant and expensive option which either gives so much trouble for people who need to commute to Georgetown University and Palisades area or prevent people do come there. In addition, I always notice that it's very crowded on D6 and G2 which means people do need these but routines. Given the consideration that a lot of young poor students and people who can n	Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Uvery upset about the cutting of the G2 bus. Getting to work at Georgetown lower hard, given the lack of train. The bus is the reliable means I have, aside from biking. Some of the proposed bus line eliminations are the only way students can reach Georgetown or exit Georgetown. There are not that many Metro buses and no Metro at all runing around Georgetown University and Palisades, which already makes it difficult and inconvenient for people who ivevd aound Palisades and on the north side of Georgetown University to go to the downtown, Virginia, or even to the M street and Wisconsin Ave. Besides, the worst parking situation around these area make sdriving to hose places an unpleasant and expensive option which either gives so much trouble for people who need to commute to Georgetown University and Palisades area or prevent people do need these but routines. Thank you very much. Do not cut the G2. That is how 1 get to work. Do not	Bus Service Bus Se
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Very upset about the cutting of the G2 bus. Getting to work at Georgetown lis very hard, given the lack of train. The bus is the reliable means I have, aside from biking. Some of the proposed bus line eliminations are the only way students can reach Georgetown University and Palisades, which already makes it difficult and inconvenient for people who livevd aoundr Palisades and on the north side of Georgetown University to go to the downtown, Virginia, or even to the Street and Wisconsin Ave. Besides, the worst parking situation around these area makes driving to hose places an unpleasant and expensive option which either gives so much trouble for people who need to commute to Georgetown University and Palisades area or prevent people to come here.In addition, I always notice that it's very crowed on D6 and G2 which means people done ant of afford to live in the downtown of DC lived in the Palisades area, eliminate D6 and G2 or othe	Bus Service Description Bus Service Description Bus Service Bus Se
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively import a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to closest stop. Very upset about the cutting of the G2 bus. Getting to work at Georgetown is very hard, given the lack of train. The bus is the reliable means I have, aside from biking. Some of the proposed bus line eliminations are the only way students can reach Georgetown University and Palisades, which already makes it difficult and inconvenient for people who livevd aound Palisades and on the norts ide of Georgetown University to go to the downtown, Virginia, or even to the M street and Wisconsin Ave. Besides, the worst parking situation around these area makes driving to those places an unpleasant and expensive option which either gives so much trouble for people who need to commute to Georgetown University and Palisades and or other Ast is very crowded on D6 and G2 which means people do need these but routines. Given the consideration that a lot of young poor students and people who can not afford to live in the downtown of DC lived in the Pali	Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorall service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Very upset about the cutting of the G2 bus. Getting to work at Georgetown I very hard, given the lack of train. The bus is the reliable means I have, aside from biking. Some of the proposed bus line eliminations are the only way students can reach Georgetown or exit Georgetown. There are not that many Metro buses and no Metro at all runing around Georgetown University and Palisades, which already makes it difficult and inconvenient for people who livevd aound Palisades and on the north side of Georgetown University tog to the downtown, Virginia, or even to the M street and Wisconsin Ave. Besides, the worst parking situation around these area makes driving to those places an unpleasant and expensive option which either gives so much trouble for people who need to commute to Georgetown University and Palisades and or the consideration that a lot of young poor students and people do need these but routines. Given the consideration tha	Bus Service Bus Se
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Very upset about the cutting of the G2 bus. Getting to work at Georgetown liversity and Very upset about the cutting of the G2 bus. Getting to work at Georgetown University and Palisades, which already makes it difficult and inconvenient for people who livevd aoundr Palisades and on the north side of Georgetown University tog to the downtown, Virginia, or even to the M street and Wisconsin Ave. Besides, the worst parking situation around these but routines. Thare are not that many Metro buses area of area or people do need these but routines. Do not cut these of and G2 and other routines and G2 and other movel. Do not cut the G2. That is how 1 get to work. Do cont cut the G2. That is how 1 get to work. Do not cut the G2. That is how 1 get to work. Do not cut the G2. That is how 1 get to work. Do not cut the G2. That is not acceptable. G2 and be rowellawn and sub lines in Georgetown community. Removing this route would be detrimenta	Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metrobus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metroral service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Very upset about the cutting of the G2 bus. Getting to work at Georgetown is very hard, given the lack of train. The bus is the reliable means I have, aside from biking. Some of the proposed bus line eliminations are the only way students can reach Georgetown or exit Georgetown. There are not that many Metro buses and no Metro at all runing around Georgetown University and Palisades, which already makes it difficult and inconvenient for people who livevd aound Palisades and on the north side of Georgetown University tog to the downtown, Virginia, or even to the M street and Wisconsin Ave. Besides, the worst parking situation around these area makes driving to those places an unpleasant and expensive option which either gives so much trouble for people who need to commute to Georgetown University and Palisades area or prevent people do need these but routines. Given the consideration that a lot of young poor students and people who c	Bus Service
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Very upset about the cutting of the G2 bus. Getting to work at Georgetown lis very hard, given the lack of train. The bus is the reliable means I have, aside from biking. Some of the proposed bus line eliminations are the only way students can reach Georgetown University and Palisades, which already makes it difficult and inconvenient for people who livevd aoundr Palisades and on the north side of Georgetown University tog to the downtown, Virginia, or even to the M street and Wisconsin Ave. Besides, the worst parking situation around these area makes driving to those places an unpleasant and expensive option which either gives so much trouble for people who need to commute to Georgetown University and Palisades area or prevent people to come here.In addition, I always notice that it's very crowded on D6 and G2 which means people do need these but routines. Given the consideration that a lot of young poor students and people who ca	Bus Service Bus Se
that also crosses Capitol Hill and reaches Georgetown University. I take it nearly every day and many parts of DC would become inaccessible to me without it. I would not take an alternate MetroBus route if this were eliminated (and in the Georgetown University case, no alternate metroBus routes would even be available, particularly if the G2 is also eliminated). It is already extremely difficult to live in Georgetown, Burleith, Foxhall, and Glover Park without a car. This proposal would force me to get one, as there is no Metrorail service to augment. Please do not eliminate the G2 bus to Georgetown University's front gate. There are precious few ways to get to campus. Please do not remove the D2, D6, and G2 lines. These are all uniquely important to my accessibility and would negatively impact a significant portion of my day-to-day activities. g2 is literally used all the time by the 10,000 georgetown students You cannot eliminate a majority of the services that go to Georgetown or other nonmetro rail stops, otherwise people have to walk like 10 blocks to get to the closest stop. Very upset about the cutting of the G2 bus. Getting to work at Georgetown is very hard, given the lack of train. The bus is the reliable means I have, aside from biking. Some of the proposed bus line eliminations are the only way students can reach Georgetown or exit Georgetown. There are not that many Metro buses and no Metro at all runing around Georgetown University and Palisades, which already makes it difficult and inconvenient for people who livevd aound Palisades and on the north side of Georgetown University to go to the downtown, Virginia, or even to the M street and Wisconsin Ave. Besides, the worst parking situation around these area makes driving to those places an unpleasant and expensive option which either gives so much trouble for people who need to commute to Georgetown I and Palisades area, eliminate D6 and G2 or other bus routes around the area will bring a huge burden to their daily life, please do not eliminate	Bus Service Bus Se

Comment	Category
These proposals greatly disadvantage students, as well as the workers that work at the universities	
around DC. Taking these buses away will drastically change the experience of going to University in DC.	Bus Service
PLEASE DO NOT ELIMINATE THE D2, D6, AND G2!!!!!!!! these are the three routes I use more often	
than any other	Bus Service
Keep GU bus routes- and if we have more service people would be more likely to use the metro	Bus Service
If you?ll be increasing fares, how about actually making people pay? All the new security guards do is	
stand around watching people jump turnstiles. Also, the bus service frequency is so bad they?re nearly	
useless. I don?t care how many routes you cut as long as the remaining ones actually run. (And fare	
enforcement on busses seems to be non-existent? I feel like the only person dumb enough to actually	
pay)	Bus Service
The G2, D2, and D6 buses are the only buses that directly serve Georgetown University and the greater	
Georgetown neighborhood. 31 and 33 routes do not provide direct or reliable travel to DuPont, which	
is a key commuting route for many students, faculty, and staff and serves Metro access. Eliminating	
these routes means eliminating a huge portion of your user base. I will personally start using the GUTS	
shuttle buses rather than paying for Metrobus.	Bus Service
I use the S2/S9 and then the G2 every single day to get to class at Georgetown. It is one of the main reasons that I can continue to live in Mt. Pleasant (a neighborhood that I have now lived in for almost 4	
years). If the G2 in particular is eliminated it will greatly diminish my likelihood of using MetroBus. These service cuts are incredibly harmful to the students of the university and to those attempting to	
make East-West commutes in the city (of which the bus routes are already limited). Furthermore, this	
summer I will be regularly using the 42 and 43 to get to work at the State Department, eliminating the	
Foggy Bottom stop would lengthen my commute and decrease my chances of visiting the Kennedy	
Center on weekends to support DC's art community. I would greatly prefer a fare increase rather than a	
blanket service cut. DC's public transport system has already been impacted by the pandemic, this will make it much harder for me to live in the District.	Bus Service
	Bus service Miscellaneous
Public transportation is a critical component to a livable, equitable, visitable, working city While there are a number of proposed cuts that would not directly impact me, they would impact	ואווזרכוומוובטעצ
friends, family, and neighbors. In particular, proposed bus and rail service cuts would detrimentally	
impact poorer communities that rely on public transportation to travel around the DC region. That	
being said, multiple proposed cuts would directly impact me and my daily commute and regular trips	
that I take throughout the city. At this time, major cuts are being proposed during rush hour. I ride either the D6 or Blue/Orange/Silver lines daily. Buses and trains are packed as it is, and eliminating	
service would only decrease access to transportation thus decreasing the opportunities for individuals	
to ride WMATA services. Eliminating service means eliminating ridership. Perhaps our city administrators should consider cutting their salaries before we cut necessary transportation for city	Pue Certier
	Bus Service
Eliminating the G2 bus would be extremely detrimental to the Georgetown community. It is one of the only direct routes from the city to Georgetown and it would be a disaster to eliminate it. Same goes for	
the D2 and D6 busses.	Due Comies
This proposal eliminates nearly ALL of the buses I regularly take. Please don't eliminate the D2, D6, and	Bus Service
G2!! Glover Park already lost the D1. If the D2, D6, and G2 are eliminated, Glover	
Park/Burleith/Georgetown will be cut off from easy transportation access downtown, and all Glover	
Park residents will have to go to all the way to Wisconsin Ave to catch the 31 or the 33 to get	
anywhere, which is a really long walk through a hilly neighborhood for many of us. Already now during rush hour some 31 and 33 buses don't accept passengers because they are full. Taking away the D2, D6,	
	Bus Service
and G2 will make this overcrowding worse. Don't take away our buses!!	Bus Service
I'd rather you cut down on metro trains rather than buses. Buses connect many lower-income folks and	
in smaller neighborhoods to the whole city! We are in a metro desert and rely on the D6 to get to work,	Rus Sanisa
school, etc. And the bus wait times are already long.	Bus Service
Please don't get rid of the G2!	Bus Service
G2 should not be eliminated. It is vital for the Georgetown University community.	Bus Service
I rely heavily on the G2 and D6 routes in particular to travel from Georgetown to other parts of DC. I	Due Certier
will be screwed if I don't have these routes. Of all the lines to cut, it's absolutely preposterous to consider entirely cutting the G2 to Georgetown	Bus Service
a critical line on which many, many students rely. I know for a fact that there are dozens of students who almost exclusively use Metrobus for the G2. The area has no other public transportation options.	
who almost exclusively use Metrobus for the G2. The area has no other public transportation options. Would you rather we all add our cars to the already-congested Georgetown streets, fighting for non-	
Would you rather we all add our cars to the already-congested Georgetown streets, fighting for non- existent parking?	Bus Service
	Rail Service
the second se	
The L2 is a critical connection to downtown D.C. and needs to go further than Woodley Park. Those	
buses are packed every morning with riders going much farther than Woodley. Additionally, the buses	
buses are packed every morning with riders going much farther than woodley. Additionally, the buses that go to Georgetown are necessary considering there is no metrorail stop there, and any service cuts	
would have a hugely negative impact on the community. Finally, eliminating the 96 would get rid of the	
only cross-connections in the northern parts of D.C. There are no other buses that take a similar route	
that could be used as a connection between these areas.	Bus Service
Please do not get rid of the D2 it is the only bus that goes to my neighborhood and I don't have a car. I	
will never be able to go anywhere.	Bus Service
Don?t cut the G2!!! Georgetown is already difficult to access and many of us need public	Bus service Bus Service
Is there any way to start enforcing that travelers pay bus fares? So many people use metrobus and do	
not pay for services. I depend on the D6 to get to and from work. It would be an inconvenience to have	
to use metro alone.	Bus Service
Eliminating D6 and G2 will leave the western side of Georgetown, Foxhall Village, etc. without public	
transportation options.	Bus Service
If anything, I think Metro needs to be mindful of not cutting service to the G2 bus because you will cut	
all access between Georgetown and the rest of the city via public transportation. It would truly be a	
all access between Georgetown and the rest of the city via public transportation. It would truly be a travesty for workers, students, faculty, and staff in the community who rely on public transportation.	
Please don't cut the G2.	Bus Service
Address those who don?t pay fares rather than punishing the people who need to use public transit	
AND pay on a daily basis. Enforce the fares	Fares/Fees/Parking
Eliminating the G2, D2, and D6 and reducing service on the 33 and 31 would be terrible for the	i urcaji ecaji urking
georgetown community. For those of us who are students without a car, we would have basically no	
way of getting into the rest of the city besides ubers which are often extremely expensive.	Bus Service
indy of Becaus and the resconded operations which are often extremely expensive.	

Comment	Category
I am a frequent user of the metro bus and metro rail on weekends and weekdays. Public transport is	
my only way (as with a lot of peers) of getting around the city as parking/ having a car is not feasible within DC. Georgetown is already not easily accessible by public transport and even to those who do	
have a car, does not have adequate parking available. The D2 and D6 are my only options to get to	
school every morning and without them I would be left walking a considerable distance to get to	
Georgetown University from where I live. Even if I moved to Georgetown I would not be able to access	
the rest of D.C in an easy way if these lines were suspended. I have also worked at Sibley Hospital in the	
past and I personally know a lot of healthcare workers and patients that use the D6 bus to get to and	
from the hospital. I believe discontinuing this service would have very negative effects on the	
community, specifically to service workers who rely on public transportation. I am more in favor of fare	
increases of necessary (or more monitoring on buses to ensure patrons are paying the fare) than	
entirely removing these lines. Metro?s proposals to cut bus routes serving the Georgetown community, such as the D2, D6, and G2,	Bus Service
would be detrimental to the Georgetown neighborhood. These cuts would completely cut off major	
portions of the neighborhood that already have relatively poor connections to Metrorail and the rest of	
the DMV. These routes are not redundant and are a vital lifeline for Georgetown residents. Please	
consider the community?s concerns and needs when deciding whether to eliminate these routes.	Bus Service
You would basically be cutting Georgetown fully from DC. Either build a Metro stop or keep the buses	Bus Service
The proposed changes would radically reduce my ability to navigate the city. I might have to start	
commuting by car. These proposals remove the only public transportation in Georgetown. Removing D2,D6, and G2 would	Miscellaneous
be extremely harmful to students and cut off access to internships, jobs, and the city in general.	
Georgetown has no Metro rail stops so removing all of the busses and combining the other nearby	
busses (31 & 33) is unconscionable.	Bus Service
the D2 and G2 routes are basically the only way to access the georgetown area. I use these daily and	
they are crowded at every single stop. I think the cancellation of these lines would be a massive	
mistake and would negatively impact thousands of people who live in the NW region of DC	Bus Service
save the G2 :(Bus Service
Please keep the G2 route and the 31 and 33 route. It is essential for Georgetown workers to commute	
to campus, and if eliminated the University likely will not provide a substitute for these essential	Bus Service
The G2 route is the single Metrobus line to Georgetown University, a historic landmark of Washington D.C. It would not make sense to eliminite this route.	Rus Sanira
Please try and find a better solution :(Bus Service Miscellaneous
The G2 and D2 are essential routes for Georgetown University. Eliminating them makes Georgetown	
even more inaccessible to those who do not own a car to park (which is already awful in the first place)	
This is essential for equity, sustainability, and ensuring use of Metrobus by GU students and staff.	Bus Service
The G2 bus is basically the only bus I regularly use, and my ability to get to the other side of DC from	
Georgetown would be immensely impacted by its removal.	Bus Service
Cancelling all buses that go to Georgetown (D2, D6, G2) would considerably affect students and staff	
who need to commute to this area daily. There is no metro option in this area, either, so that would	
leave people the only option of paying for Uber. This is a serious disservice to all lower and middle	
income people who need to commute to Georgetown for work. This includes major employers	
	Rus Sanisa
Georgetown University and Hospital, as well as shops, restaurants and bars in the area.	Bus Service
	Bus Service Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can?t eliminate all buses to the Georgetown area. These are my daily commute and have popular	
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would	Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city.	Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can?t eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metrorail access to this part of the city, maintaining	Bus Service Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metrorail access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important.	Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metrorail access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in	Bus Service Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metrorail access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line	Bus Service Bus Service Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metrorali access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel via	Bus Service Bus Service Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metrorail access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line	Bus Service Bus Service Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metrorail access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel vis bus downtown for work, thus this proposed change will pose a travel difficulty for a large number of	Bus Service Bus Service Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metrorail access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel via bus downtown for work, thus this proposed change will pose a travel difficulty for a large number of people.	Bus Service Bus Service Bus Service Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metrorail access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel via bus downtown for work, thus this proposed change will pose a travel difficulty for a large number of people. Eliminating G2, D6, and D2 will hinder access to Georgetown University?s campus via public	Bus Service Bus Service Bus Service Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metrorail access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel vit bus downtown for work, thus this proposed change will pose a travel difficulty for a large number of people. Eliminating G2, D6, and D2 will hinder access to Georgetown University?s campus via public transportation, which can make it difficult for Students that utilize metro to travel to/from Georgetown This is outageous! I am 86 and rely completely on the G2 bus service. Do not suspend the G2 route. It is used widely by the Georgetown community and this would directly	Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metrorali access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel vio bus downtown for work, thus this proposed change will pose a travel difficulty for a large number of people. Eliminating G2, D6, and D2 will hinder access to Georgetown University?s campus via public transportation, which can make it difficult for Students that utilize metro to travel to/from Georgetown This is outrageous! I am 86 and rely completely on the G2 bus service. Do not suspend the G2 route. It is used widely by the Georgetown community and this would directly impact rider use. I would never want to use the metro or have zero daily need if this route is	Bus Service Bus Service Bus Service Bus Service Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already alack of Metrorail access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel via bus downtown for work, thus this proposed change will pose a travel difficulty for a large number of people. Eliminating G2, D6, and D2 will hinder access to Georgetown University?s campus via public transportation, which can make it difficult for Students that utilize metro to travel to/from Georgetown This is outrageous! I am 86 and rely completely on the G2 bus service. Do not suspend the G2 route. It is used widely by the Georgetown community and this would directly impact rider use. I would never want to use the metro or have zero daily need if this route is The G2 bus line has been an essential part of my daily commute, providing a reliable and cost-effective	Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metroral access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel via bus downtown for work, thus this proposed change will pose a travel difficulty for a large number of people. Eliminating G2, D6, and D2 will hinder access to Georgetown University?s campus via public transportation, which can make it difficult for Students that utilize metro to travel to/from Georgetown This is outrageous I am 86 and rely completely on the G2 bus service. Do not suspend the G2 route. It is used widely by the Georgetown community and this would directly impact rider use. I would never want to use the metro or have zero daily need if this route is The G2 bus line has been an essential part of my daily commute, providing a reliable and cost-effective means of transportation. If this route is eliminated, I would be faced with the daunting prospect of	Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metrorali access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel via bus downtown for work, thus this proposed change will pose a travel difficulty for a large number of people. Eliminating G2, D6, and D2 will hinder access to Georgetown University?s campus via public transportation, which can make it difficult for Students that utilize metro to travel to/from Georgetown This is outrageous! I am 86 and rely completely on the G2 bus service. Do not suspend the G2 route. It is used widely by the Georgetown community and this would directly impact rider use. I would never want to use the metro or have zero daily need if this route is The G2 bus line has been an essential part of my daily commute, providing a reliable and cost-effective means of transportation. If this route is eliminated, I would be faced with the dauning cospect of having to absorb hefty Uber/Lyft fees or consider resuming personal driving. Given the current parking	Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metrorali access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel via bus downtown for work, thus this proposed change will pose a travel difficulty for a large number of people. Eliminating G2, D6, and D2 will hinder access to Georgetown University?s campus via public transportation, which can make it difficult for Students that utilize metro to travel to/from Georgetown This is outrageous! I am 86 and rely completely on the G2 bus service. Do not suspend the G2 route. It is used widely by the Georgetown community and this would directly impact rider use. I would never want to use the metro or have zero daily need if this route is The G2 bus line has been an essential part of my daily commute, providing a reliable and cost-effective means of transportation. If this route is eliminated, I would be faced with the daunting prospect of having to absorb hefty Uber/Lyft fees or consider resuming personal driving, Given the current parking situation, the latter option is far from ideal and would present significant challenges. I implore you to	Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metrorali access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel via bus downtown for work, thus this proposed change will pose a travel difficulty for a large number of people. Eliminating G2, D6, and D2 will hinder access to Georgetown University?s campus via public transportation, which can make it difficult for Students that utilize metro to travel to/from Georgetown This is outrageous! I am 86 and rely completely on the G2 bus service. Do not suspend the G2 route. It is used widely by the Georgetown community and this would directly impact rider use. I would never want to use the metro or have zero daily need if this route is The G2 bus line has been an essential part of my daily commute, providing a reliable and cost-effective means of transportation. If this route is eliminated, I would be faced with the dauning cospect of having to absorb hefty Uber/Lyft fees or consider resuming personal driving. Given the current parking	Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metrorail access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University to other areas daily need to travel via bus downtown for work, thus this proposed change will pose a travel difficulty for a large number of people. Eliminating G2, D6, and D2 will hinder access to Georgetown University?s campus via public transportation, which can make it difficult for Students that utilize metro to travel to/from Georgetown This is outrageous! I am 86 and rely completely on the G2 bus service. Do not suspend the G2 route. It is used widely by the Georgetown community and this would directly impact rider use. I would never want to use the metro or have zero daily need if this route is The G2 bus line has been an essential part of my daily commute, providing a reliable and cost-effective means of transportation. If this route is eliminated, I would be faced with the daunting prospect of having to absorb hefty Uber/Lyft fees or consider resuming personal driving. Given the current parking situation, the latter option is far from ideal and would present significant challenges. I implore you to reconsider the decision to cancel the G2 bus line, as it serves as a lifeline for many individuals like	Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already al ack of Metrorail access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel via bus downtown for work, thus this proposed change will pose a travel difficulty for a large number of people. Eliminating G2, D6, and D2 will hinder access to Georgetown University?s campus via public transportation, which can make it difficult for Students that utilize metro to travel to Jfrom Georgetown This is outrageous! I am 86 and rely completely on the G2 bus service. Do not suspend the G2 route. It is used widely by the Georgetown community and this would directly impact rider use. I would never want to use the metro or have zero daily need if this route is The G2 bus line has been an essential part of my daily commute, providing a reliable and cost-effective means of transportation. If this route is eliminated, I would be faced with the daunting prospect of having to absorb hefty Uber/Lyft fees or consider resuming personal driving. Given the current parking situation, the latter option is far from ideal and would present significant challenges. I implore you to reconsider the decision to cancel the G2 bus line, as it serves as a lifeline for many	Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metrorail access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Mang Georgetown students have a daily need to travel vib us downtown for work, thus this proposed change will pose a travel difficulty for a large number of people. Eliminating G2, D6, and D2 will hinder access to Georgetown University?s campus via public transportation, which cam make it difficult for Students that utilize metro to travel to/from Georgetown This is outrageous! I am 86 and rely completely on the G2 bus service. Do not suspend the G2 route. It is used widely by the Georgetown community and this would directly impact rider use. I would never want to use the metro or have zero daily need if this route is The G2 bus line has been an essential part of my daily commute, providing a reliable and cost-effective means of transportation. If this route is eliminated, I would be faced with the daunting prospect of having to absorb hefty Uber/Lyft fees or consider resuming personal driving. Given the current parking situation, the latter option is far from ideal and would present significant challenges. I implore you to reconsider the decision to cancel the G2 bus line, as it serves as a lifeline for many in	Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metrorail access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel via bus downtown for work, thus this proposed change will pose a travel difficulty for a large number of people. Eliminating G2, D6, and D2 will hinder access to Georgetown University?s campus via public transportation, which can make it difficult for Students that utilize metro to travel to/from Georgetown This is outrageous I am 86 and rely completely on the G2 bus service. Do not suspend the G2 route. It is used widely by the Georgetown community and this would directly impact rider use. I would never want to use the metro or have zero daily need if this route is The G2 bus line has been an essential part of my daily commute, providing a reliable and cost-effective means of transportation. If this route is eliminated, I would be faced with the dauning prospect of having to absorb hefty Uber/Lyft fees or consider resuming personal driving. Given the current parking situation, the latter option is far from ideal and would present significant challenges. I implore you to reconsider the decision to cancel the G2 bus line, as it serves as a lifeline for many ind	Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metrorali access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel via bus downtown for work, thus this proposed change will pose a travel difficulty for a large number of people. Eliminating G2, D6, and D2 will hinder access to Georgetown University?s campus via public transportation, which can make it difficult for Students that utilize metro to travel to/from Georgetown This is outrageous! I am 86 and rely completely on the G2 bus service. Do not suspend the G2 route. It is used widely by the Georgetown community and this would directly impact rider use. I would never want to use the metro or have zero daily need if this route is The G2 bus line has been an essential part of my daily commute, providing a reliable and cost-effective means of transportation. If this route is eliminated, I would be faced with the daunting prospect of having to absorb hefty Uber/Lyft fees or consider resuming personal driving. Given the current parking situation, the latter option is far from ideal and would present significant challenges. I implore you to reconsider the decision to cancel the G2 bus line, as it serves as a lifeline for many i	Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already al ack of Metrorail access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel via bus downtown for work, thus this proposed change will pose a travel difficulty for a large number of people. Eliminating G2, D6, and D2 will hinder access to Georgetown University?s campus via public transportation, which can make it difficult for Students that utilize metro to travel to Jfrom Georgetown This is outrageous! I am 86 and rely completely on the G2 bus service. Do not suspend the G2 route. It is used widely by the Georgetown community and this would directly impact rider use. I would never want to use the metro or have zero daily need if this route is The G2 bus line has been an essential part of my daily commute, providing a reliable and cost-effective means of transportation. If this route is eliminated, I would be faced with the daunting prospect of having to absorb hefty Uber/Lyft fees or consider resuming personal driving. Given the current parking situation, the latter option is far from ideal and would present significant challenges. I implore you to reconsider the decision to cancel the G2 bus line, as it serves as a lifeline for many	Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metrorail access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel vib us downtown for work, thus this proposed change will pose a travel difficult for a large number of people. Eliminating G2, D6, and D2 will hinder access to Georgetown University?s campus via public transportation, which cam make it difficult for Students that utilize metro to travel to/from Georgetown This is outrageous! I am 86 and rely completely on the G2 bus service. Do not suspend the G2 route. It is used widely by the Georgetown community and this would directly impact rider use. I would never want to use the metro or have zero daily need if this route is The G2 bus line has been an essential part of my daily commute, providing a reliable and cost-effective means of transportation. If this route is eliminated, I would be faced with the daunting prospect of having to absorb hefty Uber/Lyft fees or consider resuming personal driving. Given the current parking situation, the latter option is far from ideal and would present significant challenges. I implore you to access employment, education, and other essential services. There are many of us who rely	Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular idership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metrorali access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel via bus downtown for work, thus this proposed change will pose a travel difficulty for a large number of people. Eliminating G2, D6, and D2 will hinder access to Georgetown University?s campus via public transportation, which can make it difficult for Students that utilize metro to travel to/from Georgetown This is outrageous! I am 86 and rely completely on the G2 bus service. Do not suspend the G2 route. It is used widely by the Georgetown community and this would directly impact rider use. I would never want to use the metro or have zero daily need if this route is The G2 bus line has been an essential part of my daily commute, providing a reliable and cost-effective means of transportation. If this route is eliminated, I would be faced with the danting sevent of having to absorb hefty Uber/Lyft fees or consider resuming personal driving. Givenn the current parking situation, the latter option is far from ideal and would present significant challenges. I implore you to reconsider the decision to cancel the G2 bus line, as it serves as a lifeline for many indi	Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already alack of Metrorali access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel vib us downtown for work, thus this proposed change will pose a travel difficulty for a large number of people. Eliminating G2, D6, and D2 will hinder access to Georgetown University?s campus via public transportation, which can make it difficult for Students that utilize metro to travel to/from Georgetown This is outrageous! I am 86 and rely completely on the G2 bus service. Do not suspend the G2 route. It is used widely by the Georgetown community and this would directly impact rider use. I would never want to use the metro or have zero daily need if this route is The G2 bus line has been an essential part of my daily commute, providing a reliable and cost-effective means of transportation. If this route is eliminated, I would be faced with the daunting prospect of having to absorb hefty Uber/Lyft fees or consider resuming personal driving. Given the current parking situation, the latter option is far from ideal and would present significant challenges. I implore you to reconsider the decision to cancel the G2 bus line, as it serves as a lifeline for many ind	Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular idership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metrorali access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel via bus downtown for work, thus this proposed change will pose a travel difficulty for a large number of people. Eliminating G2, D6, and D2 will hinder access to Georgetown University?s campus via public transportation, which can make it difficult for Students that utilize metro to travel to/from Georgetown This is outrageous! I am 86 and rely completely on the G2 bus service. Do not suspend the G2 route. It is used widely by the Georgetown community and this would directly impact rider use. I would never want to use the metro or have zero daily need if this route is The G2 bus line has been an essential part of my daily commute, providing a reliable and cost-effective means of transportation. If this route is eliminated, I would be faced with the danting sevent of having to absorb hefty Uber/Lyft fees or consider resuming personal driving. Givenn the current parking situation, the latter option is far from ideal and would present significant challenges. I implore you to reconsider the decision to cancel the G2 bus line, as it serves as a lifeline for many indi	Bus Service
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metrorail access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel vib us downtown for work, thus this proposed change will pose a travel difficulty for a large number of people. Eliminating G2, D6, and D2 will hinder access to Georgetown University?s campus via public transportation, which can make it difficult for Students that utilize metro to travel to/from Georgetown This is outrageous! I am 86 and rely completely on the G2 bus service. Do not suspend the G2 route. It is used widely by the Georgetown community and this would directly impact rider use. I would never want to use the metro or have zero daily need if this route is The G2 bus line has been an essential part of my daily commute, providing a reliable and cost-effective means of transportation. If this route is eliminated, I would be faced with the daunting prospect of having to absorb hefty Uber/Lyft fees or consider resuming personal driving. Given the current parking situation, the latter option is far from ideal and would present significant challenges. I implore you to reconsider the decision to cancel the G2 bus line, as it serves as a lifeline for many in	Bus Service Bus Se
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already al ack of Metrorail access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel vib us downtown for work, thus this proposed change will pose a travel difficulty for a large number of people. Eliminating G2, D6, and D2 will hinder access to Georgetown University?s campus via public transportation, which can make it difficult for Students that utilize metro to travel to/from Georgetown This is outrageous I am 86 and rely completely on the G2 bus service. Do not suspend the G2 route. It is used widely by the Georgetown community and this would directly impact rider use. I would never want to use the metro or have zero daily need if this route is The G2 bus line has been an essential part of my daily commute, providing a reliable and cost-effective means of transportation. If this route is eliminated, I would be faced with the daunting prospect of having to absorb hefty Uber/Lyft fees or consider resuming personal driving. Given the current parking situation, the latter option is far from ideal and would present significant challenges. I implore you to reconsider the decision to cancel the G2 bus line, as it serves as a lifeline for many ind	Bus Service Bus Se
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular idership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metrorail access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel via bus downtown for work, thus this proposed change will pose a travel difficulty for a large number of people. Eliminating G2, D6, and D2 will hinder access to Georgetown University?s campus via public transportation, which can make it difficult for Students that utilize metro to travel to/from Georgetown This is outrageous! I am 86 and rely completely on the G2 bus service. Do not suspend the G2 route. It is used widely by the Georgetown community and this would directly impact rider use. I would never want to use the metro or have zero daily need if this route is The G2 bus line has been an essential part of my daily commute, providing a reliable and cost-effective means of transportation. If this route is eliminated, I would be faced with the daunting prospect of having to absorb hefty Uber/Lyft fees or consider resuming personal driving. Given the current parking situation, the latter option is far from ideal and would present significant challenges. Implore you to reconsider the decision to cancel the G2 bus line, as it serves as a lifeline for many indiv	Bus Service Bus Se
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular idership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metrorail access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel vib us downtown for work, thus this proposed change will pose a travel difficulty or a large number of people. Eliminating G2, D6, and D2 will hinder access to Georgetown University?s campus via public transportation, which can make it difficult for Students that utilize metro to travel to/from Georgetown This is outrageous! I am 86 and rely completely on the G2 bus service. Do not suspend the G2 route. It is used widely by the Georgetown community and this would directly impact rider use. I would never want to use the metro or have zero daily need if this route is The G2 bus line has been an essential part of my daily commute, providing a reliable and cost-effective means of transportation. If this route is eliminated, I would be faced with the daunting posect of having to absorb hefty Uber/Lyft fees or consider resuming personal driving. Given the current parking situation, the latter option is far from ideal and would present significant challenges. I implore you to reconsider the decision to cancel the G2 bus line, as it serves as a lifeline for many indivi	Bus Service Bus Se
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already a lack of Metrorali access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel vib us downtown for work, thus this proposed change will pose a travel difficulty for a large number of people. Eliminating G2, D6, and D2 will hinder access to Georgetown University?s campus via public transportation, which can make it difficult for Students that utilize metro to travel to/from Georgetown This is outrageous1 am 86 and rely completely on the G2 bus service. Do not suspend the G2 route. It is used widely by the Georgetown community and this would directly impact rider use. I would never want to use the metro or have zero daily need if this route is The G2 bus line has been an essential part of my daily commute, providing a reliable and cost-effective means of transportation. If this route is eliminated, I would be faced with the daunting prospect of having to absorb hefty Uber/Lyft fees or consider resuming personal driving, Given the current parking situation, the latter option is far from ideal and would present significant challenges. I implore you to reconsider the decision to cancel the G2 bus line, as it serves as a lifeline for many indi	Bus Service Bus Se
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already al ack of Metrorail access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel vib us downtown for work, thus this proposed change will pose a travel difficulty for a large number of people. Eliminating G2, D6, and D2 will hinder access to Georgetown University?s campus via public transportation, which can make it difficult for Students that utilize metro to travel to/from Georgetown This is outrageous! I am 86 and rely completely on the G2 bus service. Do not suspend the G2 route. It is used widely by the Georgetown community and this would directly impact rider use. I would never want to use the metro or have zero daily need if this route is The G2 bus line has been an essential part of my daily commute, providing a reliable and cost-effective means of transportation. If this route is eliminated, I would be faced with the daunting prospect of having to absorb hefty Uber/Lyft fees or consider resuming personal driving. Given the current parking situation, the latter option is far from ideal and would present significant challenges. I implore you to reconsider the decision to cancel the G2 bus line, as it serves as a lifeline for many in	Bus Service Bus Se
Georgetown University and Hospital, as well as shops, restaurants and bars in the area. You can't eliminate all buses to the Georgetown area. These are my daily commute and have popular ridership. Please keep the G2. There is already limited transit access into and from Georgetown! Eliminating the G2, D2, and D6 routes, as well as combining the 33 and 31 Metrobus routes, would drastically hinder the ability to travel from Georgetown University to other areas of the city. Additionally, given that there is already alck of Metrorali access to this part of the city, maintaining bus routes which will allow us to get to rail services is all the more important. Eliminating the G2 line will be highly inconvenient for residents of the Georgetown neighborhood, in particular for students at Georgetown University, seeing that the G2 line is currently the only bus line that services Georgetown University directly. Many Georgetown students have a daily need to travel vib us downtown for work, thus this proposed change will pose a travel difficulty for a large number of people. Eliminating G2, D6, and D2 will hinder access to Georgetown University?s campus via public transportation, which can make it difficult for Students that utilize metro to travel to/from Georgetown This is outrageous1 am 86 and rely completely on the G2 bus service. Do not suspend the G2 route. It is used widely by the Georgetown community and this would directly impact rider use. I would never want to use the metro or have zero daily need if this route is The G2 bus line has been an essential part of my daily commute, providing a reliable and cost-effective means of transportation. If this route is eliminated, I would be faced with the daunting prospect of having to absorb hefty Uber/Lyft fees or consider resuming personal driving. Given the current parking situation, the latter option is far from ideal and would present significant challenges. I implore you to reconsider the decision to cancel the G2 bus line, as it serves as a lifeline for many indivi	Bus Service Bus Se

Comment The C2 route is the only but route that bring Georgetown students from downtown straight into	Category
The G2 route is the only bus route that bring Georgetown students from downtown straight into	
campus. It is already difficult to get to campus because we have no direct metro stop to the area, so eliminating this will be extremely troublesome especially for graduate students like me who live off	
campus and cannot afford to live in the immediate Georgetown area. I take this bus route almost	
everyday and I also see many GU students and staff who take this bus route to/from home. It will be a	
disservice to the GU community if this route is eliminated. Please help us! Please don't take the G2	
route away! We need it.	Bus Service
Service cuts only make metro worse and dissuade people from riding. We've seen this happen in the	
past! Put pressure on DC, MD, and VA to pay their fair share and support public transit across the DMV.	Bus Service
Eliminating bus routes that serve hospitals and educational facilities should be the last place to save	
funds. I dealt arrea with aliminating the metro convice of C2, providely because it is one of only a few shoices.	Bus Service
I don't agree with eliminating the metro service of G2, precisely because it is one of only a few choices for people in DC to get to the Georgetown University, one of the best universities in DC and also in the	
United States in general. Even under tight budget restraint, more priorities should be given to	
maintaining services that help connect more isolated places like Georgetown, which in this case also	
has strong economic spillover effect like connecting the youth population in Georgetown to other parts	
of DC. Even increasing fares would be a better choice than eliminating the service at all.	Operating Budget, Management and Spending
Don?t cut G2 service, university laborers would have no access to work	Bus Service
I work at Georgetown University, so I am mostly concerned with the proposed elimination of the G2	
and D6 routes. The G2 route in particular is already often filled to capacity during rush hour and would	
benefit from increased service, not elimination. The people who use these routes would need to either switch to metrorail when possible (which would stress the already-packed rush hour trains) or drive,	
which would put even more cars on the roads during rush hour and make traffic worse than it already	
is. In addition, the G2 and D6 routes serve the Georgetown neighborhood, which has no metrorail	
alternative and very limited street parking. Many Georgetown Hospital employees and Georgetown	
University staff and students use these bus routes. Eliminating these routes would make street parking	
virtually impossible for many, since the university has very little parking of its own for staff and	
students. The parking garages south of M St. NW are not an option because they are too far from the	
university and the majority of the Georgetown neighborhood. Eliminating the number of routes you	
propose would affect not just the people who use those routes. Not having those routes will make	
traffic and parking throughout the city a nightmare, and that would affect us all; metrorail is already	
packed during morning and afternoon rush. Raising fare prices, while not ideal, is preferable to eliminating service altogether. Increased fares may prevent some people from being able to afford	
transportation, but eliminating entire routes prevents everyone from using it. If your goal is to make	
traffic and parking in the city worse than it already is, this is a great way to do it.	Bus Service
The D2, D6, 30s lines, 96, M4, and N-lines are all critical to residents of DC who reside along these bus	
routes as they serve as the only public transit available to those without cars or other automotive	
transport due to the lack of any Metrorail stations along many parts of these routes. Please do not cut	
service to them!	Bus Service
I work at Georgetown University. The G2 is how I get to work every day.	Bus Service
The idea of cutting bus service to the Georgetown region, and connecting North DC with downtown DC	
and therefore increasing car traffic congestion is a very bad one. Reducing public transit will also prevent people without cars such as those with lower incomes, the young, the elderly and the disabled	
from traveling for school, work and healthcare will have a large negative impact on the city. I believe	
we need to increase fares and prevent fare evasion to prevent this shortfall.	Bus Service
Public transit is supposed to be accessible; physically and financially. By eliminating services, decreasing	
frequency of services, and increasing fares you are ensuring that a large population of DC will have	
limited access to public transit. Personally applicable to me is the bus routes that go through	
Georgetown. The lack of metro stop in Georgetown makes these bus routes crucial to connectivity to	
DC. As a college student who doesn't have a car, or large amounts of money, bus routes like the G2, D6,	
and D2 are one of the only ways I can get to a convenient metro stop in an affordable way. To	
eliminate these routes would have impacts on students and faculty alike who rely on these routes to get to Georgetown, or from Georgetown to the greater DMV area.	Operating Budget, Management and Spending
I use the D2, D6, and G2 several times every week for work so these changes would dramatically impact	
my commute making it much harder. The fare machine often does not work meaning that there is	
probably inaccurate measures of how many people actually use these routes (the buses are typically	
very full). If you fixed the fare machines you would actually be making money off these routes as most	
people try to pay but are unable to because of these tech problems.	Bus Service
Please DO NOT eliminate G2, D2, or D6. These are the only transportation option for many Georgetown	
graduate students who don?t live on campus or nearby a shuttle pick-up. I know many people who use	
these services daily and a cancellation of service would make it that much harder to get to campus and finish our degrees.	Rus Sarvica
By eliminating the G2 route and others that go through the Georgetown area, you are disenfranchising	Bus Service
people with limited access to the hospitals in the area, contributing to further health inequities in the	
DMV area.	Bus Service
The G2 / D2 are critical to my ability to get to work. Given that there are no trains that go to	
Georgetown, eliminating these routes would be a huge issue.	Bus Service
G2, D2, D6 lines, especially the G2 are very important routes to keep Georgetown and glover park	
connected to other transit options in the city. Georgetown students, staff, and faculty rely on the G2 as	
a part od their regular commutes. The 31,32,33 are important north south busses on Wisconsin and	
give more access to transit to residents of NW DC, and the S busses are often full, especially during commuting hours, so I do not generally support decreasing S2 service, especially with recent	
improvements to bus lanes. I?m a regular metro commuter and take the green line at least 6 trips every	
week and often grab a 90/96 bus to get to the metro station, fare increases and changes in transfer	
fees will impact me but I would rather pay slightly higher fares than lose service. Metro/metro bus are	
always the first option I check for getting around the city and a decrease in service could lead to a spiral	
where then people take the bus/metro less often which then could lead to continued decreases in	
ridership. How often and where metro runs has also impacted my housing choice for the last 8 years	
I?ve lived in DC. Currently, I work full time at an office in L?enfant plaza and also teach at Georgetown	Due Camina
in the evening having multiple options to get between those locations facilitates this for me.	Bus Service
G2 D2 and D6 are critical lifelines for connecting the Georgetown community. Do not reduce or disrupt these lines. WMATA needs MORE funding and expanded service not budget cuts. What the heck	
happened to the free fare bill that passed DC council? DC stands apart from its peer cities across the	
Interpreter to the neer one on the passed be council be stands apart from its peer cities across the	
USA precisely because of its walkability and robust public transit. WMATA plays a huge role in	
USA precisely because of its walkability and robust public transit. WMATA plays a huge role in addressing issues of social justice and climate change. We need more transit, not less.	Operating Budget, Management and Spending
	Operating Budget, Management and Spending
addressing issues of social justice and climate change. We need more transit, not less. Understanding that some cuts are necessary to address budget deficits, I would still urge WMATA not to completely eliminate services to entire neighborhoods, such as the removal of G2 and D6 lines	
addressing issues of social justice and climate change. We need more transit, not less. Understanding that some cuts are necessary to address budget deficits, I would still urge WMATA not	Operating Budget, Management and Spending Operating Budget, Management and Spending

Lan england by some to directly language the provide the provide of the provide o		
Gan di Hand Half Hannes and regene lances and regenes lanc	Comment	Category
tangenergy and prove and an expert of any and a family and any		
typ in the many familian Workerstorm in the Mark time and the Section of the Sect		
bib b b e demonstrained instands in place is taken with a mode of stranged base is a first of mode base is a strange base is a strang		
page to magnetion to have, the more groups and point or more the probability of the		
separate and exerchance channels excerning and the experiment of the separate in the set of the separate in the set of the separate in the set of the set of the separate in the set of the		
injuniship in the Source is the Source is any other handles are to any other handles are to the source is the source is any other handles are to any other handles are any other handles are to any other handles are any		Bus Service
Sergegees According on the server of the set of		
and a stranger of program is rearry project or and a flow as a grobe decision of a stranger of the stranger of		
pire at en name. Microsoft Microso	would extremely hinder my transportation. I would prefer to increase the price of the bus rather than	
The Be Instruction of the Instruction of Composition of Composition University Office Composition University of Compositio	see this route eliminated. This is very important to me and if there is any other feedback you would like	
this best words abould a yourse need. Manuage use of the second base best weed of the second base of the second base best of the second base base best of the second base base best of the second base base base best of the second base base base base base base base base	please let me know.	Miscellaneous
 Bining of Control and Control	The 96 is basically the only way I am able to cross DC going east-west from my house. Do not get rid of	
 Linden i on Counted heights, i all the the Style is and context the the Style is a style is style is a style	this line it would absolutely screw me over.	Miscellaneous
by, i straft a tare, year prigram a decergion under the atsumption that i ratio that is the D outwark in the rest, of Ca and equipative insuch the max students, fould will be only only the only that has the of Ca and equipative insuch the students, fould will be only only the only that has the only only of company that has the max balan insues to range. I has a log only the only only that has the only only only only only only only only		
eer do in the control of a cont		
unkensity from the resis of fiz and registration in surface to an interact boost of the own bits of the own bi		
pakie transmission to get to empa. Withou the Q1, would have sube up at unable to carge L as a layore without as do benchan user and a strapping apposed eliminating the G1 moute. Without and the cardeo at any appendixed entropy apposed eliminating the G1 moute. Without and the cardeo at any appendixed expendition of the G1 moute. Without and the cardeo at any appendixed expendition of the G1 moute. Without and the cardeo at any appendixed expendition of the G1 moute. Without and the cardeo at any appendixed expendition of the G1 moute. Without any state discursed produces the discurse the cardeo at any biotic state of the G1 moute. Without any state discursed produces the discurse the discurse the discursed biotic state of the G1 moute any state discursed produces the discurse the discuree the discur		
memory to she has 2 or Crosition relation should be manuar to carrow. I any local Miss and Marchan which to should be mainted to carrow. I make the mainted		
WMMX in diverging upgoing appoint limit of 2 yout. Sorie More and a second limit of a yout. More and a second limit of a yout. More and a second limit of a yout. More and a second limit oppoint on the second diverging to a yout. More and a second limit oppoint on the second diverging to a yout. More and a second limit oppoint on the second diverging to a yout. More and a yout. More and a youth of a yout oppoint on the second diverging to a yout oppoint on the second diverging to a yout oppoint on the second diverging to a yout. More and yout. More and yout. More and a yout oppoint on the second diverging to a yout. More and yout.<		
None data generality Monocase Monocase Monocase </td <td></td> <td>Bus Service</td>		Bus Service
ma become underserved or inclusible to public transport and the component of public reads or consponent of public reads or component of public reads or component		MetroAccess
ma become underserved or inclusible to public transport and the component of public reads or consponent of public reads or component of public reads or component	becreasing the number of bus stops can have several negative impacts on both the community and the	
angle vinduida, acces o prote vinduids, and socion of one public transit for cammung, for los is to public vinduids, public vindui stagents in the result of a socion for los is to public vinduids, public vinduids angle vinduids in the result of a socion or prote or socion vinduids, public vinduids angle vinduids in the result of a socion or prote or socion vinduids, public vinduids angle vinduids in the result of a socion or prote or socion vinduids, public vinduids angle vinduids in the result of a socion or prote or socion vinduids, public vinduids angle vinduids in the result of a socion there are and wearing traffic corgestos. I. Environmental impact: torget vising or prote or socion vinduids and the result of a socie for the result of the result of a socie for the result of the result of the result o		
electry and read on a log elevant and admitting, and low income families. Reacked accessibility to pailer forer bas als byge data social educional educional informational provides and advectories of admitting of the admitting o		
trangention can lead to social exclusion and economic disparities. J. Increased Walking Natures: Feer to said by follow for the discose for the social increasing and economic exclusion of the economi		
Face to sub stype typically soud in increased distances between tops, which are be norwennes and discovers while distances to walk to subs, which are be norwennes and discovers while distances to walk to subs, which are be norwenness and discovers while distances to walk to subs, which are be norwenness and discovers while distances to walk to subs, which are be norwenness and discovers while distances to walk to subs, which are be norwenness and discovers while distances to walk to subs, which are be norwenness and explanses are walked as consult to any top of the distances to walk to subs, which are be norwenness and explanses are walked as consult to any top of the distances while distances to walk to subs, while are be norwenness and explanses are walked as consult to any top of the distances to walk to subs, while are be norwenness and explanses (as consult to any top of the distances). Subs well to any top of the distances to walk to subs, while are be norwenness and explanses to any top of the distances to walk to subs, while are be norwenness and explanses to any top of the distances to any top of the distances. Subservices are top or porticies, evolutiones and counters are porticies, subservices and top or any tendence to any tendeces are top or any tendeces and top or any tendeces are top or any tendeces and the distances are top or any tendeces and tendeces are top or any tendeces and ten		
have to while originations of to an a stop, which an be inconvenient and discourging, expecially of to sow the mobility issue of uniq public rand an applicing to increased relations of private can ad whereing traffic congenitors. Environment Hange Charge Constructions of private can ad whereing traffic congenitors is a strain being in education to the strain strain and emissions. Mereower, decreased accessibility to public trans and exaccharies of many discources an allefinities for many infoldulation, generally then when a constrain faile in education to the strainge, therein whereing in equality and whoremental digradiations. Stop equality constrained from the stop exact strainge, therein whereing in equality and whoremental digradiations. Stop equality constrained from the stop exact from the education of failed are communities and general to stop exact from the education of failed are communities and general to stop exact from the education of failed are communities and general to stop exact from the education of failed are constraints and exact from the education of failed are constraints and the education of the education of failed are constraints and the education of failed are constraints and the education of the education of failed are constraints and the education of the education of failed are constraints and the education of the education of failed are constraints and the education of the education of the education of failed are constraints and the education of the educatio	Fewer bus stops typically result in increased distances between stops. This means that passengers may	
egecal profuse with mobility losues of using inclement wather conditions. Longer waiking but some and the sources of the sources of the sources of the sources of the sources and worsening traffic congestion. A forwinnential impact: Longer distances between but some and the sources of the sources of the sources of the sources of the concentration and prechasize gere ensities. The conditionate to any public on an exercisate contre transportion and resonances of the sources of the sources of the sources transportion and resonances of the sources of the sources of the sources transportion and resonances of the sources of the sources of the sources transportion and resonances of the sources of the sources of the sources of the sources transportion and resonances of the sources of the sources of the sources of the sources transportion and resonances of the sources of the sources of the sources of the sources of the sources transportion and resonances of the sources of the sources of the sources of the sources of the sources transportion and resonances of the sources of the so	have to walk longer distances to reach a bus stop, which can be inconvenient and discouraging,	
on privite can and worsenig torife congestor. It is nonimental impact: Longer distances between best sparsen at his usenes do to acid mitter between each tory, resulting in increases dist domains general in unana area wine go politic transportation politic transpolitic transportation politic transportation politic trans	especially for those with mobility issues or during inclement weather conditions. Longer walking	
buis stop mean that buses need to travel [®] farther between each stop, 'esuling in noreased bel consumption and genesities are ensities. This contributes to any politons are assessed to the here are suspec. In there were ensities is the ensities in the ensities of the ensite of the ensities of the ensities of the ensities of the e		
consumption and greenhouse gas emissions. This contributes to all pollutions and executates (intermediates parties) congestion and emissions. Moreover, decreased accessibility to poblic transt may lead to higher or ausing. Further versions and emissions. Moreover, decreased accessibility to poblic transt may lead to the beneficient of the strans, estable in the strans, in the strans, estable in the strans, estable in the strans, estable in the strans, in the str	on private cars and worsening traffic congestion. 3. Environmental Impact: Longer distances between	
 change specially in utban areas where public transportation plays a crucial role in reducing traffic or generations. Moreover, decaread accessibility to public transportation servers a infeling or many individual, specially to bee who cannot be to higher are transportations are server and servers from protein role or bus tops, creatin demographics, such as low-income and under the preducing the number of bus tops, creatin demographics, such as low-income and under the preducing the number of bus tops, creatin demographics, such as low-income and under the preducing the number of bus tops, creatin demographics, such as low-income and under the preducing the number of bus tops, creating demographics, such as low-income and under the public transportation and individual, special relations and under the preducing the number of bus tops, creating demographics and utabanes at public transportation and individual preducing the number of bus tops, creating demographics and utabanes at public transportation planes and polymakes to combine the factor accelled wheen nature accelled wheen nature preducing the number of bus tops, creating and preducing the number of bus tops, creating and preducing the sector accelled wheen nature preducing the number of bus tops, creating and preducing the sector accelled wheen nature preducing the factor accelled wheen nature preducing the fac	bus stops mean that buses need to travel farther between each stop, resulting in increased fuel	
congistion and emissions. Moreover, decreased accessibility to public transity may lead to higher art usage, further worrsetuing if a quilty and workinement all degradies. 4. Social quilty (correems: Public and ble to these. By reducting the number of to stops, cert and degrage/nics such as to werking communities and people with disabilities, may face disappropriotate challenges in accessing sessinal excessing sequences and using opportunities, challenges on accessing sessinal sequences and proper such all substitutions and healther are the accessing sessinal inequalities and inities apportunities (challenges in accessing sessinal sequences and using apportunities). The accessing sessinal accessing sequences if public transit opportunities (challenges in accessing sessinal accessing section) in certain areas. Oracle all corrects in the moler of thus sessential for transportation philaming accessing sections and healther and devincement all sessential for transportation philames and policymakers to consider these factors carefully when may to transportation philames and policymakers to consider these factors carefully when may to transportation philames and policymakers to consider these factors carefully when may to transportation philam and other, take the C2 to work every day. Georgetoms is alkadivery in accessible when the factors about philaming and and rive the factor and when the devincement on the devincemen	consumption and greenhouse gas emissions. This contributes to air pollution and exacerbates climate	
usige, Unite worseing air quality and environmental degradation. 4. Social Equity Concerns: Public transportations areas al fideline for many individuals, sectorial entergrading and encosing ensuring analytic of the number of bus stores, certain demographics, such as low-income communities and people with disabilities, may face dispropriate the linegue in accessing ensuring insights and integration can hinder economic development by limiting access to employment effects and hindering the novement of goods and serices. Exclusiones may face difficulties in attracting employees and customers if public transit options are limited, potentially leading to deciserable and hinder difficulties in certain areas. Or exclusiones may face difficulties in attracting employees and customers if public transit options are limited, potentially leading to deciserable and hinder difficulties in certain areas. Or exclusiones the public transit findestructure. Wees the transportation polons on teres proximity to schools such as public and private institutions. Long with ann others, take the G2 to work every day. Georgetown is already very inaccessible by public transit infrastructure. Wees the transportation polons on the conceptown is already very inaccessible by public transit infrastructure. Wees the transportation polons on the conceptown is already very inaccessible by public transit infrastructure. Wees the transportation polons on the conceptown is already very inaccessible by public transit infrastructure. Wees the transportation polons on the conceptown is already very inaccessible by public transit every day conceptown sub term of the divergetown the already environment institutions. Bio Service Conceptown areas conceptower to use the very day conceptown takets and minority groups and alternative day were to servere decorgetown. Sub ensures the divergetowere the every day conceptowere to the every day con		
trainportation serve as a lettine for many individuals, especially those who cannot afford or are unable to thice, by evolve the subsity, estinate demongraphics, such solve income communities and people with disbilities, may face disproprionate challenges in accessing sostill requalities and limits opportunites for usymed mobility, S. **Negative Economic impact**: Indequate public transportation and hindering the community and the evolvement, impact**: Serves, emplyment to group and solve to evolve the community and the evolvement, impacting accessibility, and and public markers. Businesse may face difficulties in storys and hindering the movement of pools and average. Businesse may face difficulties in storys and hindering the movement of pools and average. Businesse may face difficulties in storys and hindering the movement of pools and average. Businesse may face difficulties in storys and hindering the movement of pools and average. Businesse may face difficulties in storys and hindering the movement of pools and average. Businesse may face difficulties in storys and hindering the movement of pools and average. Businesse may face difficulties in storys and hindering the movement of pools and average. Businesse may face difficulties in the story and the average transportation pations that are in mare proximity to schools such as public and private the story and the face of		
unable to drie. By reducing the number of bus togs, certain demographic, such as low-income service, maylownert opportunities, ducation, and healthcare. This exceptates existing social inequalities and integro power double), "		
communits and people with diabilities, may face disproportionate challenges in accessing essential everyces, molymore, toportunits, deviation, and heatines. This excertable essing social inequalities and limits opportunities for upward mobility. 5: "Negative Economic (impact *: indequate public transportation and hindering the enonement of goods and services. Businesses may face difficulties in distracting employees and outcomes if public transportations. The intervised beat in enables of bas tops and has far-excepting consequences for bath the community and the environment, impacting accessibility, social equity, public health, economic development, and environment, impacting exception of portunits in environment, and the environment, impacting accessibility transportation polomyabes to consequences the enables of bas tops and has far-exception goods and stages and polymabes. To consequences the enables of the enables of the enables of the public transt tinfastructure. Bus Service Exception polymabes to consequences and the enables of the		
service, malyorient opportunities, or yoward mailty. S. "Wegarde Economic Inpact": inadequate public transportation go yoward mailty. S. "Wegarde Economic Inpact": screets and indireg the nowener of goods and service. "Wegarde Economic Inpact screets and indireg upy public hards in certai naces. "Wegarde Economic J wegard screets and indireg upy public hards in certai naces. "Wegarde Economic J wegard screets and indireg upy public hards in certai naces. "Wegarde Economic J wegard screets and indireg upy public hards in certai naces. "Wegarde Economic J wegard screets and indireg upy public hards in certai naces. "Wegarde Economic J wegard screets and indireg upy public hards in certai naces. "Wegarde Economic J wegard screets and indireg upy public hards in certai naces. "Wegarde Economic J wegard screets and indireg upy public hards in certai naces. "Wegarde Economic J wegard screets and indireg upy public hards in certai naces. "Wegarde Economic J wegard screets and indireg upy public hards in certai naces. "Wegarde Economic J wegarde screets and indireg upy public hards in certai naces." Screets and the continue. In a certai certai nace of certai naces of certai naces. This would be definitentiat to the half of the Certai nace of certai naces nac		
inequalities and linits opportunities for upward mobility. 5. **Negaties accoss to enployment to winting access to enployment to access to enploy access the environment, instantiality. It's access that portune to enploy access		
Indeque public transportation can hinder economic development by limiting access to employment attracting employees and customers if public transit officients. Businesse any the end file utiles in the development and environment, impacting accessibility, social equity, public heath, economic development, and environmental sustanability, it's accessibility not any consequences for both the community and the environment, impacting accessibility, social environmental sustanability, it's accessibility constituents, economic development, and environmental sustanability, it's accessibility constituents, economic development, and environmental sustanability, it's accessibility constituents, economic development, and environmental sustanability, it's accessibility, social environmental estinability, it's accessibility constituents, economic development, and environmental sustanability, it's accessibility constituents, environmental sustanability, it's accessibility accessible environmental sustanability, it's accessibility accessible environmental sustanability, and provate there is not enror notes (it des to that are or Georgetown is already ever princessible by allot transportation. Please do not get of def GC 21 met any met environments, sustanability environments and and clover Park areas for patients to us. This would be detrimental to the health of the Ut, base service accessibility accessible and the environment, bus conservices and decorgetown Hongroups who on the area for advertises to the any exploration detriments and minority groups who on the area for advertises to the any ever (ancessible states) ever bio accessible and exploration and on accessible states) ever bio accessible and exploration accessible and accessible states and environments accessible and exploration accessible and accessible advertises and accessible states and exploration accessible and accessible advertises		
centers and hindering the movement of goods and services. Businesses may face difficults in interacting enginesses and contomers if public trans topolity and stagnation in certain areas. Overall, decreasing the number of bus stopes and equity, public health, economic development, and environment, impacting environment,		
attracting employees and customes if public transit of tools are limited, potentially leading to decreased economic activity and signation in certain area (over), decreasing the number of us stops can have far-reaching consequences for both the community and the environment, impacting accessibility, social charge proximity to school such as public and private institutions. Bess do not get and oble, consolit development, and environmental sustainability, us's sensitial for transportation potins that are in near proximity to school such as public and private institutions. Please do not get and of the C1 work every day. Georgetown is already very inaccessible by public transportation. Please do not get and of the C1 work every day. Georgetown is already set yin and other state are of for agriculate and the decreasion and which. There is not metro near the area of for agriculate and the decreasion area for actives of the decreasion and the decreasion and the decreasion area for actives of the decreasion and the decreasion and the decreasion and the decreasion area for actives of the decreasion and the decreasion and the decreasion area for actives of the decreasion and the decreasion area for actives of the decreasion and the decreasion and the metro state of the decreasion and the decrea		
decrease economic activity and stagnation in certain areas. Overall, decreasing the number of bus stops can bear presching consequences for both the environment; major her environment		
accessibility, social equity, public health, economic development, and environmental sustainability. Irss sexinal for transportation patients infrastructure. Bas Service Bas Service Bas Service Bas Service Bas Service Catting off the 66 bus route disadvantages anyone who lives in forshall without a personal velicit. There is not metry enclety close to that area of creagetown, is bas services in the Georgetown Hopstal. There is not metry enclety close to that area of creagetown, so bus services in the Georgetown Hopstal. There is not metry enclety close to that area of creagetown, so bus services in the Georgetown Hopstal. There is not metry enclety close to that area of creagetown, so bus services in the Georgetown Hopstal. There is not metry enclety close to that area of creagetown is alse dy very inaccessible by public transportation allow of gar the only metrobus lines that service the area around Georgetown Hopstal. There is not metro near the area for patients to use. This would be detrimental to the health of the clr. Bas Service and of the one of patients to use. This would be detrimental to the health of the clr. Bus Service and the inconveniencing many old people trying to get to ther appointments, and minority groups and the inconveniencing college students trying to get to and Bus Service CG bus route provide ureft access to Georgetown shat to Georgetown and the metro studies Georgetow area. Since it is the only avoul college students trying to get to and Shaw does not provide firet access to Georgetown, it should not be eliminated. Bus Service CG bus route provide surfet levelse to served informa area of rhe city that are easily an alternative should not be considered. When deciding the course of attion, these communities affordable transportation options effectively curting them off from areas of the city that are easily an alternative should not be considered. When deciding the course of attion, these communities and other that on account. Bus Service Cation that these proposed curs are based on i	decreased economic activity and stagnation in certain areas. Overall, decreasing the number of bus	
escential for transportation planners and policymakers to consider these factors carefully when making decisions about public transit infratruture. Bit Service Bit Service Miscellaneous Miscellaneou	stops can have far-reaching consequences for both the community and the environment, impacting	
decisions about public transportation options that are in near proximity to schools such as public and private institutions the set in term or proximity to schools such as public and private institutions the set the C2 to work every day. Georgetown is already very inaccessible by public transportation. Please do not get rid of the C2 line. Bus Service Bus Service	accessibility, social equity, public health, economic development, and environmental sustainability. It's	
keep the transportation options that are in near proximity to schools such as public and private istuttutions I, along with man others, take the G2 to work every day. Georgetown is already very inaccessible by public transportation. Please do not get rid of the G2 for all. Cutting off the D6 bus route disadvantages anyone who lives in Fohall without a personal vehicle. There is not metro remotely close to that are or Georgetown, so bus services in the Georgetown Hopsital. There is not metro remotely close to that are or of edigetown, so bus services in the Georgetown Hopsital. There is not metro areal the area for patients to use. This would be detrimental to the health of the cly. Bus Service Please, you can't get rid of the G2 - it's the only use to their appointments, and minority groups who do not have their own vehicles nor money for UBer (because the system is already set up for minorities to be unsuccessful), you will also be inconveniencing college students trying to get to and from their campus to get an education. do not cut any routes. G2 bus route provide sueful areinty, it should not be different area solf the cly that are easily affordable transportation options effectively cutting them off from areas of the cly that are easily affordable transportation stude tas service, eliminated, Ga sapart of Georgetown? smost used bus service, cut lisave low cutting the different areas Ga to stude transportation would like to use the G21 Bus Service G2 is spart of corregetower students and tard these communities an attemate decogretown and would like to use the G21 Bus Service G2 is spart of Georgetown? smost used bus service, eliminating routes which uservice and attemative should not be considered. When deciding the course of action, these communities and student at account. Bus Service Bus Service C3 is apart of Georgetown? smost used bus service, eliminating routes which provide an attemate decognetow and would like to use the G21 Bus Service D0 not eliminate the G22 bus. It	essential for transportation planners and policymakers to consider these factors carefully when making	
Institutions Miscellaneous Lalong with man others, take the G2 to work every day. Georgetown is already very inaccessible by public transportation. Please do not get rid of the G2 line. Bus Service Cutting off the G5 to sork every day. Georgetown, so us services in the Georgetown, Forhall, and Glover Park areas need to continue. Bus Service D31, 033, 06, and G2 are the only metrobus lines that service the area around Georgetown Hospital. Bus Service There is not metro mear the area for patients to use. This would be detrimental to the health of the trip. Bus Service Please, you carrly eff of the G2 to sork every inaccessity use for minorities to be unsuccessful), you will also be inconveniencing college students trying to get to their appointments, and minority groups who do not have their own vehicles to deverte of wereal (Georgetown and the metro station from base you carrly be unsuccessful), you will also be inconveniencing college students and staff who live outside Georgetown area. Since it is the only bus route from Shaw to Georgetown and the metro station from base deven carrly routed first carcass of the city that are easily accessible to those who can afford vehicles. As such, completely eliminating routes without providing an alternative should on the considered. When deciding the ourse of the city that ree easily accessible to those who can afford vehicles. As such, completely eliminating routes without providing an alternative should not be considered. When deciding the ourse of action, these communities about a the trip of resident registry and the decide to a singlificant harm and stored at a Georgetown and would like to use the G2! Bus Service Bus Service Bus Serv	decisions about public transit infrastructure.	Bus Service
public transportation. Please do not get rid of the G2 line. Bus Service Cutting off the D6 bus rout ef divadivatages anyone who lives in foohall without a personal vehicle. Bus Service There is not metro remotely close to that area or Georgetown, so bus services in the Georgetown Hopsital. Bus Service S10, 33, 06, and G2 are the only metrobus lines that service the area around Georgetown Hopsital. Bus Service Please, you can't get rid of the G2 inte. Bus Service Please, you can't get rid of the G2 inte. Bus Service You will be inconveniencing many old people trying to get to their appointments, and minority groups who do not have store on shared set ystem is already set up for minorities to be unsuccesful), you will also be inconveniencing college students trying to get to and from their campuis to get an education. An out cut ny routes. Bus Service G2 bus route provide susful service to several Georgetown and the metro station from share to Georgetown and the metro station from share to Georgetown and the metro station from share to Georgetown and the get and the call intervention of the set and an inversity students without providing an alternative should not be considered. When decling the course of action, these communities and university students without providing an alternative should not be considered. When decling the course of action, these communities and the set shares alternative should not be considered. When decling the course of action, these communities and an inversity students have anyon different provide diret accessite decling the course of action, these communities and an inversity students have anyon d		Miscellaneous
Cutting off the D6 bus route disadvaritages anyone who lives in foothall without a personal vehicle. Image: Comparison of the D6 bus route disadvaritages anyone who lives in foothall without a personal vehicle. There is not metro remotely close to that area or Georgetown, so bus services in the Georgetown, foothall and Glover Park areas need to continue. Bus Service D31, D33, D6, and G2 are the only metrobus lines that service the area around Georgetown Hopsital. Bus Service Please, you can't get rid of the G2 - It's the only way I can get to work. Bus Service you will be inconveniencing many of depole trying to get to their appointments, and minority groups Bus Service group will be inconveniencing many of depole trying to get to their appointments, and minority groups Bus Service Group will be inconveniencing college students trying to get to and from their campus to get an education. do not tu any routes. Bus Service Group studies useful service to several Georgetown students and staff who live outside Bus Service Georgetown area service will be routed on university students with less Bus Service Staw does not provide direct access to Georgetown, it should not be eliminating routes without providing an alternative should not be decing the course of action, these communities an atternative should not be considered. When deciding the course of action, these communities and these composed course at set and the set on get an education. Bus Service G Is aparot Georgetown? most used bus service, elimina		
There is not metro remotely close to that area or Georgetown, so bus services in the Georgetown, Faxhall, and Glover Park areas need to continue. Bus Service Foxhall, and Glover Park areas need to continue. Bus Service There is not metro near the area for patients to use. This would be detrimental to the health of the city. Bus Service Please, you carring erind of the G2 - it's the only way I can get to work. Bus Service you will be inconvenienting many old people trying to get to their appointments, and minority groups who do not have their own vehicles nor money for Uber (because the system is already set up for minorities to be unsuccessful), you will also be inconvenienting college students trying to get to and from their campus to get an education. do not ct any routes. Bus Service Georgetown area. Since it is the only bus route from Shaw to Georgetown and the metro station from Shaw to Georgetown and the metro station from defined to exists to Georgetown, it should not be eliminated. Bus Service Metro?s propoed service cuts leave low-income communities and university students with less affordable transportation options effectively cutting them off from areas of the city that are aesily accessible to thore whole. Bus Service G2 is apart of Georgetown?s most used bus service, eliminating routes without providing an alternative should not take orgoed on is inaccurate and the congetown and the reasily accessible to thore station form the effective with less affordable transportation apparted metro accurate and the congetown and the reasily accurate the Q2 bus the provide seservice leaden on is inaccurate and the congetown		Bus Service
Foxhall, and Glover Park areas need to continue. Bus Service D31, D33, D6, and G2 are the only metrobus lines that service the area around Georgetown Hopstalt. Bus Service Please, you can't get rid of the G2 -it's the only way Lean get to work. Bus Service Volu Will be inconveniencing many top depole trying to get to their appointments, and minority groups who do not have their own vehicles nor money for Uber (because the system is already set up for minorities to be unsuccessful), you will also be inconveniencing college students trying to get to and from their campus to get an education. do not cut any routes. Bus Service G2 bus route provides useful service to several Georgetown students and staff who live outside Georgetown area. Since it is the only bus route from Shav to Georgetown and the metro station from Shav to Georgetown, it should not be eliminated. Bus Service Metro?s proposed service cuts leave low-income communities and university students with less affordable transportation options effectively cuting them off from areas of the city that are easily accessible to those who can afford vehicles. As such, completely eliminating routes without providing an alternative should not be considered. When deciding the course of action, these communities should be taken into account. Bus Service G2 Is apart of Georgetown?s most used bus service, eliminating it will do significant harm Bus Service Bus Service Ima as student at Georgetow and threes to ADC Bus Service Ima as student at Georgetown and threes to ADC Bus Service Ima as student at Georgetown and threes tof DC. Bus provides usestal connection there on a sindor at the se		
D31, D33, D6, and G2 are the only metrobus lines that service the area around Georgetown Hopsital. Bus Service There is not metro near the area for patients to use. This would be detrimental to the health of the city. Bus Service Please, you can't get rid of the G2 - it's the only way I can get to work. Bus Service you will be inconveniencing many old people trying to get to their appointments, and minority groups who do not have their own vehicles nor money for Uber (because the system is already set up for minorities to be unsuccessful). you will also be inconveniencing college students trying to get to and from their campus to get an education. do not cut any routes. Bus Service G2 bus route provides useful service to several Georgetown students and staff who live outside Georgetown area. Since it is the only bus route from Shaw to Georgetown and the metro station from Shaw does not provide direct access to Georgetown, it should not be eliminated. Bus Service Metro?b proposed service cuts leave low-income communities and university students with less affordable transportation options effectively cutting them off from areas of the city that are easily and eta and student at Georgetown rists and an intersity students will less Service Bus Service G1 as part of Georgetown?s most used bus service, eliminating it will do significant harm Bus Service G2 is apart of Ecorgetown sential connection between Georgetown and therest of DC. Bus Service man student at Georgetown readed on is inaccurate and these changes will severely may the linis of DC residents negatively. Bus Service		Bus Service
There is not metro near the area for patients to use. This would be derimental to the health of the city. Bus Service Please, you can't get nd of the G2 - it's the only way La get to work. Bus Service who do not have their own vehicles nor money for Uber (because the system is already set up for minorities to be unsuccesful), you will also be inconveniencing may of depeoil their appointments, and minority groups Bus Service groups are ducation. do not cut any routes. Bus Service G2 bus route provides useful service to several Georgetown and the metro station from Shaw does not provide direct access to Georgetown. It should not be eliminated. Bus Service Metro?s proposed service cut leave low-income communities and university students with less and altor dive hould not be considered. When deciding the course of action, these communities and the dive students with less and altor dive hould not be considered. When deciding the course of action, these communities and would like to use the G21 Bus Service G2 is apri of Georgetown?s most used bus service, eliminating it will do significant harm Bus Service Bus Service Iam a student as being more walking/built traist friendly it is abame to get ind ob survice for or and would like to use the G21 Bus Service Iam a student as being more walking/built traist friendly it is abame to get ind ob survice for or and the metro station or and the diver station or and the dit to asting the diver dit to station or and the diver		
Please, you can't get rid of the G2 - it's the only way I can get to work. Bus Service You will be inconveniencing many old people trying to get to their appointments, and minority groups who do not have their own vehicles nor money for Uber (because the system is already set up for minorities to be unsuccessful), you will also be inconveniencing college students trying to get to and Bus Service Bus Service 2 bus route provides useful systemic to several Georgetown students and staff who live outside Bus Service Bus Service Georgetown area. Since it is the only bus route from Shaw to Georgetown and the metro station from Shaw does not provide direct access to Georgetown, it should not be eliminated. Bus Service Metro?s proposed service cuts leave low-income communities and university students with less affordable transportation options effectively cutting them off from areas of the city that are easily an atternative should not be considered. When deciding the course of action, these communities should be taken into account. Bus Service 2 is apart of Georgetown?s most used bus service, eliminating it will do significant harm Bus Service Bus Service 2 is apart of Georgetown and would like to use the G2! Bus Service Bus Service 1 am a student at Georgetown and would like to use the G2! Bus Service Bus Service 2 is apart of Georgetown?s most used bus service, eliminating it will do significant harm Bus Service Bus Service 2 is apart of Georgetown?s not used bus service, elimina		Bus Service
you will be inconveniencing many old people trying to get to their appointments, and minority groups who do not have their own vehicles nor money for Uber (because the system is already set up for minorities to be unsuccessful), you will also be inconveniencing college students trying to get to and from their campus to get an education. do not cut any routes. G2 bus route provides useful service to several Georgetown and the metro station from Shaw does not provide direct access to Georgetown, it should not be eliminated. Bus Service Metro?s proposed service cuts leave low-income communities and university students with less affordable transportation options effectively cutting them off from areas of the city that are easily accessible to those who can afford vehicles. As such, completely eliminating routes without providing an alternative should not be considered. When deciding the course of action, these communities should be taken into account. G2 is apart of Georgetown?s most used bus service, eliminating it will do significant harm Ear as student at Georgetown and would like to use the G21 Bus Service Date at the Georgetown and would like to use the G21 Bus Service Date at lives of DC residents megatively. Do not eliminate the G2 bus: It provides sesential connection between Georgetown and the rest of DC. Bus Service Date should by the Call to many citizen so get too and from work/home. In a city that is touted as being more walking/bubit transif friendly it is a share to get rid of bus routes forcing people to either buy a car (not vey feasible) that clogs more roads, or walk an absurd distance in my own case having to walk 3.4 miles just to get to ozens or may of the G2 gets closed down. Georgetown students rey on G2, D2, D5 to get to campus the loss of the g2 and d4 busses will have a serious negative impact on the Georgetown university community. the g2 is the only direct route to campus from the dupont metro. the trip on the GU shutte, including the cart ride, is abourt 3 times as long. Bus Service	Please, you can't get rid of the G2 - it's the only way I can get to work.	
who do not have their own vehicles nor money for Uber (because the system is already set up for minorities to be unsuccessful), you will also be inconveniening college students trying to get to and Gate provide suscillation options effectively curves. Bus Service Gate provide direct access to Georgetown students and staff who live outside Bus Service Metro?s proposed service cuts leave low-income communities and university students with less affordable transportation options effectively curting them off from areas of the city that are easily accessible to those who can afford vehicles. As such, completely eliminating routes without providing an alternative should not be eliminating it will do significant harm Bus Service Bus Service Bus Service Bus Service C is apart of Georgetown?s most used bus service, eliminating it will do significant harm Bus Service Bus Service I am a student at Georgetown and would like to use the G2! Bus Service Bus Service Do not eliminate the G2 bus. It provides essential connection between Georgetown and work/home. In a city that is toted as being more walking/public transif free digs more roads, or walk an aburd distance in my own case having to walk and surd fits a shame to get rid of bus routes form my own case having to walk and staff who so walk an aburd tity to get to campus Bus Service Gate at the off or the considered. The max off the digs more roads, or walk an abust distance in my own case having to walk and surger transition account. Bus Service De not eliminate th	you will be inconveniencing many old people trying to get to their appointments, and minority groups	
from their campus to get an education. do not cut any routes. Bus Service G2 bus route provides useful service to several Georgetown students and staff who live outside Georgetown area. Since it is the only bus route from Shaw to Georgetown and the metro station from Shaw does not provide direct access to Georgetown, it should not be eliminated. Bus Service Metro?s proposed service cuts leave low-income communities and university students with less affordable transportation options effectively cutting them off from areas of the city that are easily accessible to those who can afford vehicles. As such, completely eliminating routes without providing an alternative should not be considered. When deciding the course of action, these communities should not be considered. When deciding the course of action, these communities are such as to decorgetown and would like to use the G21 Bus Service G2 is apart of Georgetown?s most used bus service, eliminating it will do significant harm Bus Service Ia m a student at Georgetown and would like to use the G21 Bus Service many of these bus routes are absolutely vitations to get to oand from work/home. In a city that is touted as being more walking/public transit friendly it is a shame to get rid of bus routes forcring people to either buy a car (not vey feasible) that logs more roads, or walk an absurd distance in my own case having to walk 3:4 miles just to get to campus Bus Service Georgetown students rely on G2, D2, D6 to get to campus Bus Service Bus Service He loss of the g2 and d bussers will have a serious negative impact on the Georgetown university community. the g2 is the only direct route to campus from the dupon	who do not have their own vehicles nor money for Uber (because the system is already set up for	
G2 bus route provided useful service to several Georgetown students and staff who live outside Bus Service Georgetown area. Since it is the only bus route from Shaw to Georgetown and the metro station from Bus Service Metro?s proposed service cuts leave low-income communities and university students with less Bus Service affordable transportation options effectively cutting them off from areas of the city that are easily Bus Service accessible to those who can afford vehicles. As such, completely eliminating routes without providing Bus Service an alternative should not be considered. When deciding the course of action, these communities Bus Service G2 is apart of Georgetown?s most used bus service, eliminating it will do significant harm Bus Service Iam a student at Georgetown and would like to use the G21 Bus Service the information that these proposed cuts are based on is inaccurate and these changes will severely Bus Service many of these bus routes are absolutely vital to many citizents to get to and from work/home. In a city Bus Service on to eliminate the G2 bus. It provides essential connection between Georgetown and would distance im Bus Service own case having to walk 3-4 miles just toge to work if the G2 gets closed down. Bus Service Georgetown students rely on G2, D2, D6 to get to campus Bus Service Georgetown students rely on G2, D2, D6 to get	minorities to be unsuccessful). you will also be inconveniencing college students trying to get to and	
Georgetown area. Since it is the only bus route from Shaw to Georgetown and the metro station from Shaw does not provide direct access to Georgetown, it should not be eliminated. Bus Service Metro?s proposed service cuts leave low-income communities and university students with less affordable transportation options effectively cutting them off from areas of the city that are easily accessible to those who can afford vehicles. As such, completely eliminating routes without providing an alternative should not be considered. When deciding the course of action, these communities should be taken into account. Bus Service 2 is apart of Georgetown?s most used bus service, eliminating it will do significant harm Bus Service 1 am a student at Georgetown and would like to use the G2! Bus Service 1 am a student at Georgetown and would like to use the G2! Bus Service 1 am a student at Georgetown and would like to use the G2! Bus Service 1 am a student at Georgetown and would like to use the G2! Bus Service 1 am a student at Georgetown and would like to use the G2! Bus Service 1 am a student at Georgetown and would like to use the G2! Bus Service 1 am a student at Georgetown and would like to use the Georgetown and the rest of DC. Bus Service 1 am a student at Georgetown and would like to use the G2! Bus Service 1 am a student at Georgetown and would like to use the G2! Bus Service 1 am a student at Georgetown and the rest of DC. Bus Service 1 am of these bus routes are absolutely vi	from their campus to get an education. do not cut any routes.	Bus Service
Shaw does not provide direct access to Georgetown, it should not be eliminated. Bus Service Metro?s proposed service cuts leave low-income communities and university students with less affordable transportation options effectively cutting them off from areas of the city that are easily accessible to those who can afford whicles. As such, completely eliminating routes without providing an alternative should not be considered. When deciding the course of action, these communities should be taken into account. Bus Service 2 is apart of Georgetown?s most used bus service, eliminating routes without providing information that these proposed cuts are based on is inaccurate and these changes will severely impact the lives of DC residents negatively. Bus Service Do not eliminate the G2 bus. It provides essential connection between Georgetown and the rest of DC. Bus Service many of these bus routes are absolutely vital to many citizens to get to and from work/home. In a city that is subten are or aling for while A an absurd to get own? if the G2 gets closed down. Bus Service Georgetown students rely on G2, D2, D6 to get to campus Bus Service Bus Service Georgetown students rely on G2, D2, D6 to get to campus Bus Service Bus Service Georgetown students rely on G2, D2, D6 to get to campus Bus Service Bus Service Georgetown students rely on G2, D2, D6 to get to campus Bus Service Bus Service the loss of the g2 and d4 busses will have a serious negative impact on the Georgetown university community, th	G2 bus route provides useful service to several Georgetown students and staff who live outside	
Metro?s proposed service cuts leave low-income communities and university students with less affordable transportation options effectively cutting them off from areas of the city that are easily accessible to those who can afford vehicles. As such, completely eliminating routes without providing an alternative should not be considered. When deciding the course of action, these communities should be taken into account. Bus Service G2 is apart of Georgetown? most used bus service, eliminating it will do significant harm Bus Service 1am a student at Georgetown and would like to use the G2! Bus Service the information that these proposed cuts are based on is inaccurate and these changes will severely Bail Service on ot eliminating the G2 bus. It provides essential connection between Georgetown and the rest of DC. Bus Service Do not eliminate the G2 bus. It provides essential connection between Georgetown and the rest of DC. Bus Service own case having to walk 3-4 miles just to get to work if the G2 gets closed down. Bus Service georgetown students rely on G2, D2, D6 to get to campus Bus Service Georgetown students rely on G2, D2, D6 to get to campus Bus Service the loss of the g2 and the uses a long. Bus Service should be taken into use of the G2 service to campus from the dupont metro. the trip on the GU Bus Service	Georgetown area. Since it is the only bus route from Shaw to Georgetown and the metro station from	
affordable transportation options effectively cutting them off from areas of the city that are easily accessible to those who can afford wehicles. As such, completely eliminating routes without providing an alternative should not be considered. When deciding the course of action, these communities should be taken into account.Bus ServiceG2 is apart of Georgetown?s most used bus service, eliminating it will do significant harm the information that these proposed cuts are based on is inaccurate and these changes will severely timpact the lives of DC residents negatively.Bus ServiceDo not eliminate the G2 bus. It provides essential connection between Georgetown and the rest of DC. to at is a shaden to get rid of bus routes forcing people to either buy a car (not vey feasible) that clogs more roads, or walk an absurd distance in my own case having to walk 3-4 miles just to get to wark if the G2 gets closed down.Bus ServiceGeorgetown students rely on G2, D2, D6 to get to campus the loss of the g2 and d4 busses will have a serious negative impact on the Georgetown university community, the g2 is the only direct route to campus from the dupont metro. the trip on the GU shuttle, including the cart ride, is about 3 times as long.Bus Service		Bus Service
accessible to those who can afford vehicles. As such, completely eliminating routes without providing an alternative should not be considered. When deciding the course of action, these communities should be taken into account. Bus Service I am a student at Georgetown?s most used bus service, eliminating it will do significant harm Bus Service I am a student at Georgetown and would like to use the G2! Bus I for a student at Georgetown and would like to use the G2! Bus I for a student at Georgetown and would like to use the G2! Bus I for vides essential connection between Georgetown and the rest of DC. Do not eliminate the G2 bus. It provides essential connection between Georgetown and the rest of DC. Do not eliminate the G2 bus. It provides essential connection between Georgetown and the rest of DC. Bus Service many of these bus routes are absolutely vital to many citizens to get to o and from work/home. In a city that is touted as being more walking/public transit friendly it is a shame to get rid of bus routes forcing people to either buy a car (not vey feasible) that clogs more roads, or walk an absurd barce in my own case having to walk 3-4 miles just to get to ocampus Georgetown students rely on G2, D2, D6 to get to campus the loss of the g2 and d4 busses will have a serious negative impact on the Georgetown university community. the g2 is the only direct route to campus from the dupont metro, the trip on the GU shuttle, including the cart ride, is about 3 times as long. Bus Service		
an alternative should not be considered. When deciding the course of action, these communities should be taken into account. Bus Service G2 is apart of Georgetown?s most used bus service, eliminating it will do significant harm Bus Service I am a student at Georgetown and would like to use the G2! Bus Service The information that these proposed cuts are based on is inaccurate and these changes will severely impact the lives of DC residents negatively. Rail Service Do not eliminate the G2 bus. It provides essential connection between Georgetown and the rest of DC. Bus Service Do not eliminate the G2 bus. It provides essential connection between Georgetown and the rest of DC. many of these bus routes are absolutely vital to many citizens to get too and from work/home. In a city that is touted as being more walking/public transit friendly it is a shame to get rid of bus routes forcing people to either buy a car (not vey feasible) that clogs more roads, or walk an absurd distance in my own case having to walk 3-4 miles just to get to campus the loss of the g2 and d4 busses will have a serious negative impact on the Georgetown university community, the g2 is the only direct route to campus from the dupont metro. the trip on the GU shuttle, including the cart ride, is about 3 times as long. Bus Service		
should be taken into account. Bus Service G2 is apart of Georgetown?s most used bus service, eliminating it will do significant harm Bus Service I am a student at Georgetown and would like to use the G2! Bus Service I am a student at Georgetown and would like to use the G2! Bus Service impact the lives of DC residents negatively. Rail Service Do not eliminate the G2 bus. It provides essential connection between Georgetown and the rest of DC. Bus Service many of these bus routes are absolutely vital to many citizents to get too and from work/home. In a city that is touted as being more walking/public transit friendly it is a shame to get rid of bus routes forcing people to either buy a cri (not vey feasible) that clogs more roads, or walk an absurd distance in my own case having to walk 3-4 miles just to get to work if the G2 gets closed down. Bus Service Georgetown students rely on G2, D2, D6 to get to campus Bus Service the loss of the g2 and d4 busses will have a serious negative impact on the Georgetown university community. the g2 is the only direct route to campus from the dupont metro, the trip on the GU Bus Service shuttle, including the cart ride, is about 3 times as long. Bus Service Bus Service		
G2 is apart of Georgetown?s most used bus service, eliminating it will do significant harm Bus Service I am a student at Georgetown and would like to use the G2! Bus Service the information that these proposed cuts are based on is inaccurate and these changes will severely Bail Service impact the lives of DC residents negatively. Rail Service Do not eliminate the G2 bus. It provides essential connection between Georgetown and the rest of DC. Bus Service many of these bus routes are absolutely vital to many citizents to get too and from work/home. In a city that is touted as being more walking/public transit friendly it is a shame to get rid of bus routes forcing people to either buy a car (not vey feasible) that clogs more roads, or walk an absurd distance in my own case having to walk 3-4 miles just to get to work if the G2 gets closed down. Bus Service Georgetown students rely on G2, D2, D6 to get to campus Bus Service the loss of the g2 and 4b busses will have a serious negative impact on the Georgetown university community. the g2 is the only direct route to campus from the dupont metro. the trip on the GU shuttle, including the cart ride, is about 3 times as long. Bus Service		Bus Service
I am a student at Georgetown and would like to use the G2! Bus Service the information that these proposed cuts are based on is inaccurate and these changes will severely impact the lives of DC residents negatively. Bus Service Do not eliminate the G2 bus. It provides essential connection between Georgetown and the rest of DC. Bus Service Do not eliminate the G2 bus. It provides essential connection between Georgetown and the rest of DC. Bus Service many of these bus routes are absolutely vital to many citizens to get too and from work/home. In a city that is touted as being more walking/public transit friendly it is a shame to get rid of bus routes forcing people to either buy a car (not vey feasible) that clogs more roads, or walk an absurd distance in my own case having to walk 3-4 miles just to get to work if the G2 gets closed down. Bus Service Georgetown students rely on G2, D2, D6 to get to campus Bus Service Bus Service the loss of the g2 and d4 busses will have a serious negative impact on the Georgetown university community. the g2 is the only direct route to campus from the dupont metro. the trip on the GU shuttle, including the cart ride, is about 3 times as long. Bus Service		
the information that these proposed cuts are based on is inaccurate and these changes will severely impact the lives of DC residents negatively. Rail Service Do not eliminate the G2 bus. It provides essential connection between Georgetown and the rest of DC. Bus Service many of these bus routes are absolutely vital to many citizens to get too and from work/home. In a city that is touted as being more walking/public transit friendly it is a shame to get rid of bus routes forcing people to either buy a car (not vey feasible) that clogs more roads, or walk an absurd distance in my own case having to walk 3-4 miles just to get to work if the G2 gets closed down. Georgetown students rely on G2, D2, D6 to get to campus the loss of the g2 and 44 busses will have a serious negative impact on the Georgetown university community. the g2 is the only direct route to campus from the dupont metro. the trip on the GU shuttle, including the cart ride, is about 3 times as long. Bus Service		
impact the lives of DC residents negatively. Rail Service Do not eliminate the G2 bus. It provides essential connection between Georgetown and the rest of DC. Bus Service many of these bus routes are absolutely vital to many citizens to get to o and from work/home. In a city Bus Service people to either buy a car (not vey feasible) that clogs more roads, or walk an absurd distance in my Bus Service own case having to walk 3-4 miles just to get to work if the G2 gets closed down. Bus Service Georgetown students rely on G2, D2, D6 to get to campus Bus Service the loss of the g2 and d4 busses will have a serious negative impact on the Georgetown university Bus Service community. the g2 is the only direct route to campus from the dupont metro, the trip on the GU Bus Service shuttle, including the cart ride, is about 3 times as long. Bus Service	the information that these proposed cuts are based on is inaccurate and these changes will severely	
Do not eliminate the G2 bus. It provides essential connection between Georgetown and the rest of DC. many of these bus routes are absolutely vital to many citizens to get too and from work/home. In a city that is touted as being more walking/public transit friendly it is a shame to get rid of bus routes forcing people to either buy a car (not vey feasible) that clogs more roads, or walk an absurd distance in my own case having to walk 3-4 miles just to get to work if the G2 gets closed down. Georgetown students rely on G2, D2, D6 to get to campus the loss of the g2 and d4 busses will have a serious negative impact on the Georgetown university community. the g2 is the only direct route to campus from the dupont metro. the trip on the GU shuttle, including the cart ride, is about 3 times as long. Bus Service	impact the lives of DC residents negatively.	Rail Service
many of these bus routes are absolutely vital to many citizens to get too and from work/home. In a city that is touted as being more walking/public transit friendly it is a shame to get rid of bus routes forcing people to either buy a car (not vey feasible) that clogs more roads, or walk an absurd distance in my own case having to walk 3-4 miles just to get to work if the G2 gets closed down. Georgetown students rely on G2, D2, D6 to get to campus the loss of the g2 and d4 busses will have a serious negative impact on the Georgetown university community. the g2 is the only driver to ute to campus from the dupont metro. the trip on the GU shuttle, including the cart ride, is about 3 times as long. Bus Service Bus Serv		
people to either buy a car (not vey feasible) that clogs more roads, or walk an absurd distance in my own case having to walk 3-4 miles just to get to work if the G2 gets closed down. Bus Service Georgetown students rely on G2, D2, D6 to get to campus Bus Service the loss of the g2 and d4 busses will have a serious negative impact on the Georgetown university community, the g2 is the only direct route to campus from the dupont metro. the trip on the GU Service shuttle, including the cart ride, is about 3 times as long. Bus Service		
own case having to walk 3-4 miles just to get to work if the G2 gets closed down. Bus Service Georgetown students rely on G2, D2, D6 to get to campus Bus Service the loss of the g2 and d4 busses will have a serious negative impact on the Georgetown university Georgetown students rely on G2, D2, D6 to get to campus the loss of the g2 and d4 busses will have a serious negative impact on the Georgetown university Georgetown students rely on G2, D2, D6 to get to campus substruction Bus Service shuttle, including the cart ride, is about 3 times as long. Bus Service	that is touted as being more walking/public transit friendly it is a shame to get rid of bus routes forcing	
Georgetown students rely on G2, D2, D6 to get to campus Bus Service the loss of the g2 and d4 busses will have a serious negative impact on the Georgetown university Bus Service community, the g2 is the only direct route to campus from the dupont metro. the trip on the GU Bus Service shuttle, including the cart ride, is about 3 times as long. Bus Service	people to either buy a car (not vey feasible) that clogs more roads, or walk an absurd distance in my	
the loss of the g2 and d4 busses will have a serious negative impact on the Georgetown university community. the g2 is the only direct route to campus from the dupont metro. the trip on the GU shuttle, including the cart ride, is about 3 times as long. Bus Service	own case having to walk 3-4 miles just to get to work if the G2 gets closed down.	
community. the g2 is the only direct route to campus from the dupont metro. the trip on the GU shuttle, including the cart ride, is about 3 times as long. Bus Service		Bus Service
shuttle, including the cart ride, is about 3 times as long. Bus Service		
		Pros Compiler
save the 021 BUS SERVICE		
	שלאיב נווב טבו	DUS SELVICE

see de NUT out of the 3.1 Mg en of 2 houtes. Georgetown moundes ar entreely found to be mounde in an entreely found to be set of the 2 houtes are at the set of the 1 houtes and entreely found to be set of the 2 houtes are at the set of the 1 houtes and entreely the 2 houtes are at the 2 houtes are at the set of the 2 houtes and entreely the 2 houtes are at the 2 houtes are at the set of the 2 houtes are at the set of the 2 houtes are at the 2		
here be bare into a set of a constraint of a set of a set of a constraint of a set of a set of a set of a constraint of a set of a constraint of a set of a	Comment	Category
base bit are not uncluip Geographics, polises to not take ben from vig-terme for the second of the		
arree hand and arree of the second sector is, how, of heads accord with a second with		
None of Merch & Georgeon Merchanne Merch & Deriver Merchen & Georgeon Merchanne Merch & Deriver Georgeon Merchanne & Deriver Merchanne & Deriver Merchan	routes that are most crucial to Georgetown students, so please do not take them from us/ decrease	
and the the Congrit on Community in a optimal capacity. Additionally iso Motion Ball and stops 2 Book in a base of comparison of	service. thank you!	Bus Service
 designations and currently statis to comment on. The is because Metry's bis Laboration at Metry and Second S		
and Fage thore are both nowners are decorgionor that application. This, is with compared any one decorgionor this with the analysis of the application. The application are both end the application and the application. The application are both end the application and the application. The application are both end the application and the application. The application are both end the application and the application. The application are both end the application are both end the application. The application are both end the application are both end the application are both end the application. The both application are both end the application are both end the application. The both application are both end the application are both end the application. The both application are both end the application are both end the application. The both application are both end the application are both end the application. The both application are both end the application are both end the application are both end the application and the application are both end the application and the application are application and the application are application. The both end the application are application. The both end the application are application are application are application are application are application. The both end the application are application are application are application. The both end the applic		
kereakins 21, 22, 05, 12, and 31 area. These routes note is the KEALED with mains at the Gargerbour Municipation and the analysis of Gargerbour Municipation and the Gargerbour Mu	Georgetown even currently exists to comment on. That is because Metro's Blue Line stops at Rosslyn	
are the Sengtoon Lubicrity papiliton. In lise of entaturing where last input of sengtoon and where are surveying (pr) (mot.) (c) orderate whith area and where the Gengtoon and Where t	and Foggy Bottom are both nowhere near Georgetown for a pedestrian. Thus, I will comment only on	
sin, a stort mutuation would be to (1) unveg and better design where the Singersorie commuse are tarwaying (1976), (2) contained with summary design bits transmost or al where the second and 2, the second area of second area of the 2 and 2 and 2 and the Gorgetown, where there's no direct darget stapps area of the 10 and from the 40 and 50 and 10	MetroBus's G2, D2, D6, 31, and 33 routes. These routes need to be REPLACED with routes that BETTER	
consults and XI. burger (00% KS, et a) aff well of all der McConcop Micro Instrument of all of the end of the	serve the Georgetown University population. In lieu of constructing Metro Rail stop at Georgetown	
Luch a AF, Mayeleni, QUTS, etc. Just deep 2400 Sector Lucks Why are you Cuffing of Culfiege Lucks from the only affordable trainportation the have to get to the only affordable trainportation the have to get to the only affordable trainportation the have to get to the only affordable trainportation the have to get to the only affordable trainportation to the only affordable trainport the only affordable trainport to the only affordable trainport the only affo	Univ, a short term solution would be to (1) survey and better identify where the Georgetown	
derive targets Service levels Marcel LevelS Service levels and form the dry 2 congression and the version the prevent strates Service levels and boots the 20, 20, 20, 20, 20, 20, 20, 20, 20, 20,	commuters are traveling to/from, (2) coordinate with surrounding public transpo service providers	
why are your cutting off collaps students from the only affordable stangartunion has have to get to minimating the 12 and 2. B of the maximum collar standard standar	(such as ART, Maryland, GUTS, etc.), and then (3) add the McDonough Bus Turnaround in all the new	
and from the city? Georgeown and WU students are particularly afficient by these areas. Use wice iministing the D2 and D2 may be these through the base areas. Use wice iministing the D2 and D2 may be these through these is the direct and with weight the base areas. Use wice iministing the D2 and D2 may be the base of the one and with the negative the base of the one and with the negative the base of the one and with the negative the base of the one and with the negative the base of the one and with the negative the base of the one and with the negative the base of the one and with the negative the base of the one and with the negative the base of the one and with the negative the base of the one and with the negative the base of the one and with the negative the one and with the neand with the neand with the negative the one and wit	Metro Bus routes.	Service Levels
Jee outset like 22, 62, 6 to the mark bese control services to these areas. In services of the count of people eques us to at to Dupot circle or move aroand the neighborhood of the count of people eques us to at to Dupot circle or move aroand the neighborhood of the count of people eques us to at to Dupot circle or move aroand the neighborhood of the count of people eques us to at to Dupot circle or move aroand the neighborhood of the count of people eques us to at to Dupot circle or move aroand the neighborhood of the count of people eques us to at to Dupot circle or move aroand the neighborhood of the count of people eques us to at the count of people eques us to at the count of people eques us to at the count of the outset would reaget the total of the count of	Why are you cutting off college students from the only affordable transportation they have to get to	
Simulating the 22 and 22 has are like Geographic with there there's no direct subways top is a trimle does here we should the neighborhood? This will serve the C3 should a Geographic with the C3 has a Geographic with the G3 has a Geographic with the C3 has a Geographic with th	and from the city? Georgetown and GWU students are particularly affected by these changes and they	
des. How do be council people expect us of git to Dopant circle or more around the neighborhood FLASM and eministic the QL and a Congregation. This bus top is essential to my commute and planters from other are used by the oxit. As a where the people expecting the hill person of long and planters from other are used at the do thousehold without and the counce work in the counce work of the oxit. The expecting the hill person of long are planters from other are used at the do thousehold without and the counce work in the counce work in the section of the counce work in the section of the are used at the do thousehold without and the counce work in the counce work in the section of the counce work in the section of the section work in the section of the secti	use routes like D2, G2, & D6 the most. Please don't cut services to these areas.	Bus Service
des. How do be council people expect us of git to Dopant circle or more around the neighborhood FLASM and eministic the QL and a Congregation. This bus top is essential to my commute and planters from other are used by the oxit. As a where the people expecting the hill person of long and planters from other are used at the do thousehold without and the counce work in the counce work of the oxit. The expecting the hill person of long are planters from other are used at the do thousehold without and the counce work in the counce work in the section of the counce work in the section of the are used at the do thousehold without and the counce work in the counce work in the section of the counce work in the section of the section work in the section of the secti	Eliminating the D2 and G2 in an area like Georgetown, where there's no direct subway stop is a terrible	
The vall service methy limit my mobility in DC		
PLEASE does eliminate the C2 stop at Googettown. This bus stop is essential to my commute and distances from other area bus stops. The C2 stop at Googettown University main gates (2700 C 5) is include my ability between it. Bus Service PLEASE does the stop at Googettown University main gates (2700 C 5) is include my commute and it due to this stop at long the stop is the		Bus Service
nucl i or yebin to get to work. As a wherehar ur, I amori anaiget the hilly terrain or long i torical. Reas preserve it. with the Sar and Str og et som yob. Eliminating these routs work of aduation who use there i protect is work of the Sar and Str og et som yob. Eliminating these routs work of aduation who use there i protect is work of the Sar and Str og et som yob. Eliminating these routs work of aduation who use there i protect is work of the Sar and Str og et som yob. Eliminating these routs work of the Sar and Str og can be sure that i will near willing i yand a sing general of money towards WMAIA is orches and the Sar is routed in the Gangetoux community. Special will write the set of the Sar and Sar the Sar is routed in the Gangetoux community. Special will write a real regions will near work of the sar is the sar is the sar is the sar is the Sar and Yang people ar engoines will near work of the sar is the		
distances from other area bus tops. The C2 stop at Gongetown University man gates (2010 O s) is beserved. bus Service or commute we in at bus tops of too my obs. Eliminating these routes would negatively with weakly on the C2 and D2 to get to my obs. Eliminating these routes to the case of the case o		
 bits pretere is. bits service b		
rely party heaving on the G2 and D2 to get to my job. Eliminating these routes would negatively maped my commutes well at that of thousands of other employees and students to thus city and out as the service it would and elimite the abtray of It the works is keep the routes. If these routes is get eliminate, it would consider the abtray of It the works is keep the routes. If these routes get eliminate, it would consider the abtray of It the works is keep the routes. If these routes get eliminate the discrementation of the abtray of It the works is keep the routes. If these routes get eliminate the discrementation of the abtray of It the works is keep the routes. If these routes get eliminate the discrementation of the abtray of It the routes of the integrate the integrate relation of the proposed changes will be leave the Georgetono moleculor, this will repare the my provide the routes of the integrate the integrate the integrate relation of the proposed changes will be leave the Georgetono molecules of the integrate the integrate relation of the integrate the integrate of the community in this areas relation of the integrate the community in this areas relation of the integrate the integrate of the community in this areas relation of the integrate the integrate of the community in this areas relation of the dimension of the dimension and the outpress of the integrate relation of the integrate of the community in this areas relation of the dimension of the dimension and the communities in the areas relation of the dimension of the dimension and the routes is the only reason in have been able to relation of the dimension and the route is the only reason in have been able to relation of the dimension and the routes area of the community from the route is the only reason in have been able to relation of the dimension and the routes area of the community from the route is the only reason in have been able to relation of the routes area of the dimension of the discrement of the dinter the sub the the sub of the disc		Bus Service
mact my commute as well at the of thousands of there mplayees and students who use these votes get a work and school. would oblinkly pay nore for the us to keep to routes. If the set in the derive of the work in people and students of this contex. If the set is the far all of the working people and students of this keep 22 minutes. If the Georgenour Community. Expectially without a Mitor all connection, this well 24 minutes with the set and the congretowork (Cherner Ark (Cambrad) keep keep and a single genory to head to no nerby well be and to people and sponde to his, keep 22 minutes with the large the fact of the community. In these are regions with no nerby well be an encorroux of the rest of the Ch. These are regions with no nerby well be an encorroux of the rest of the Ch. These are regions with no nerby well be an encorroux of the rest of the Ch. These are regions with no nerby well be an encorroux of the rest of the Ch. These are regions with no nerby well be an encorroux of the rest of the Ch. These are regions well be an encorroux of the rest of the Ch. These are regions well be an encorroux of the rest of the Ch. These are regions well be an encorroux of the rest of the Ch. These are regions well be an encorroux of the rest of the Ch. These are regions well be an encorroux of the rest of the Ch. These are regions well be an encorroux of the rest of the Ch. These are regions well be an encorroux of the rest of the Ch. These are regions well be an encorroux of the rest of the Ch. These are regions well be the rest of the Ch. These are regions well be an encorroux of the rest of the Ch. These are regions well be an encorroux of the rest of the Ch. These are regions well be an encorroux of the regions form my the region and scorroux of the charme states well be the the community in this areas. The rest of the Charme states well be the the the the these areas of the rest is the rest of the Charme states well be an encorroux of the rest of the Charme states well be an encorroux of the rest of the Charme sta		
outes to get work and school, would definitely pay more for the bus to keep the notes. If there ouce and e baser but i will neer willingly upend a single penny of money towards WMATA envices env for 3 is integrat of the Georgetown community. Expectally without a Metro all connection, this will be megatively effect so many people, especially students. So many people are opposed to this, keep 2 and the proper dhanges will be leave the Georgetown collocer Part/Catheral Heights/Sul effith the proper dhanges will be leave the Georgetown collocer Part/Catheral Heights/Sul effith the proper dhanges will be leave the Georgetown collocer Part/Catheral Heights/Sul effith the proper dhanges will be leave the Georgetown collocer Part/Catheral Heights/Sul effith the proper dhanges will be leave the Georgetown collocer Part/Catheral Heights/Sul effith the proper dhanges will be leave the Georgetown collocer Part/Catheral Heights/Sul effith the proper dhanges will be leave the Georgetown collocer Part/Catheral Heights/Sul effith the coll the the set of the ch. These are regions will be also wincome and sulf will have the set of the ch. These are regions will be also wincome and prove the set of the set of the ch. These are regions will be also wincome and subscretz, wany of whom commute long distances van Metrobus to a neglitors for set on the set of the ch. The set of the ch. The matter distances van the set of the ch. The matter distances van the set on the ch. The matter distances van the set on the ch. The set of the charget set of the set of the charget set of the set of the set of the charget set of the set of the charget set of the set of the charget set of the set of the set of the charget set of the set of the charget set of the set		
uotes get eliminate, J. would consider it a betray if of the working people and students of this city and people sequences of the G2 is the Gargetown community. Specially without a Metro all connection, this will repaired with the sequences of the G2 is the Gargetown community. These are regions with no nearby Metro all costs and would fore many to use a cri. No tool will this increase that if is an already bury therea are sequences of the G2 is the Gargetown community in this area. Bale Service Near and would fore many to use a cri. No tool will this increase that if is an already bury therea position. Materoal access and would fore many tool was are not one the environment as well as low-increase and would fore many tool access of the the environment as well as low-increase burgetown that are a settificant part of the community in this area. Materoal access and would fore many tool access of the hundred of working as double materoal access and the derivement at the hundred of working as double burgetown that are assigned bury that are assigned bury tool access burgetown the bury tool access of the hundred of working as double burgetown the hundred of working as double and provides Witcoss and access burgetown the hundred of working as a double and provides witcoss as burgetown the hundred of working as and the follower working as double follower hundred bury the provides witcos and the follower hundred as the follower hundred bury tool access burstewn the sequence of the follower working and provides witcos and the origitabe and the follower hundred bury tool access burstewn the sequence of the follower and the access of the origitabe and the sequence of the follower access tritical provides witcos access of the origitabe and the sequence of the follower access tritical provides witcos access of the down with the 2, 06, and G2 bus lines. Eliminating the down with the 2, 05, and G2 bus lines. Eliminati		
augua an be sure that I will never willingly spend a single penny of money towards WMATA serves ewall Buskeine het G 2 is integral to the Georgetown community. Specially withouts a Wetor all connection, this will be sorted for many people, epocially students. So many people are opposed to this, kep C 2 Image: Connection of the Conneconection of the Connection of the Connection of the		
he Q2 is they all to the Geogration community. Especially without a Netro rail connection, this will equivable the analy people, especially students. So many p		Rus Service
hegative yfect so may people, especially students. So may people are opposed to this, keep Ca her proposed changes will be lave the Georgetown/Glover Park/Cathedral Heghts/Jaureith teghonodos significanty loaled for the rest of the (T). These are regions with no nearby teghonodos significanty loaled for the rest of the (T). These are regions with no nearby teghonodos significanty loaled for the rest of the (T). These are regions with no nearby teghonodos significanty loaled for the rest of the (T). These are regions with no nearby teghonodos significanty loaled for the rest of the (T). These are regions with no nearby to teghonodos significanty loaded for the environment as well as low-income to teghonodos significanty loaded for the ontomucity in this areas. We service and biointy of the community in the areas. We service and biointy of the community in this areas. We service and biointy of the community in the rest and the community in the rotes, as nacessibility to negotatown asks commutels as attainable for low-rinome and service in the dara of the community in the rotes as nacessibility to negotatown asks commutels in a stating bio for low-rinome and service Hease do not the dara of Bow outdies we without not avy neticed in area. Bio Service Bio		
uning1 Participation Participation Participation Participation her proposed frames will be leave the Georgetown (Nove Park/Catherial Heights/Jurieth) Image the proposed frames will be leave the Georgetown (Nove ear eregions with no nearby Wetranal access and would force many to use a car. Not on will this increase the finance of the city, These are regions with no nearby Wetranal access and the environment is well as low-income and tudent populations, which are a significantly to use a car. Not on the hundreds of owners as Georgetown (Novee as Georgetown Integration and the city of the statistical propose) Bus Service Dart Ediminate 166, 31, and 32, which provides Wascomia Ace options for my son to get to schooll Miscelaneous Bus Service Dart Ediminate 166, 31, and 32, which provides Wascomia Ace options for my son to get to schooll Miscelaneous Bus Service Dart Ediminate 166, 31, and 32, which provides Wascomia Resonance is a statiable for lower-income sources with order to any for the resonalt resonalt. Would have a scherex with order to therofing the routes, as a schere without any practical metrobus or rail service with a statiable for lower-income sources and bus devert mean to take the bus to ther school. It would have a similar diffect for my entire neighborhood, almost il of whom rely on either the M4 or the D6 for miscing pain and optice PC. Bus Service Please do not cut the G2 bus. It is the main bus that Lus and its therobus to that any the school. It would have a school would to be school would for the school to the D2, D3, and C2 bus ind		
he proposed changes will be lave the Georgetown/Glove Park/Catherlar Heights/Burleith eighbordoos signs from Evers of the City. These are regions with no early weteroal access and would fore many to use a ar. Not only will this increase traffic in an already busy weteroal access and would fore many to use a ar. Not only will this increase traffic in an already busy test part limit and access and would fore many to use a ar. Not only will this increase traffic in an already busy interdimental increase transving the city and be detrimental to the wordneem tar to the second the adverse as forogetown interdimental increase transving the city and be detrimental to the hundreds of workers as forogetown makes who need to trave from other places in the D. Metropolitan area. Bus Service B		Pail Service
eighborhoods significantly soluted from the rest of the city. These are regions with no nearby Weteroial access and would force many to use a car. Not only will this increase traffic in an already busy interface of the terms of the eighborhood that areas. Deart eliminate 66, 31, and 33, which provides Wisconsin Ave options for my son to get to school liministing the G2 and D6 routes would be detimental to the hundreds of workers at Groogteown interfaces to public transportation. Luge WMATA to reconsider removing these routes, as an accessibility to incompatible ave me without any practical metrobus or all service workers who need to trave from other places in the DC Metropoltan area. The elimination of the WATA to reconsider removing these routes, as an accessibility of my other places in the DC Metropoltan area. Bus Service brateset with the data of the outhor ky on ether workers with ease of the school workers who need to trave from other places in the DC Metropoltan area. Bus Service brateset on the Q2 bus, It is the main bus that Lug and is the only reason lawe been able service lower of cites or approach. Bus Service Bus Se		Nali Service
weitroil access and would force many to use a cr. Not only will bis increase traffic in an already busy bit will be an enormousy divermental impact on the environments will a low-income or devirented impact on the environments will be avere busines of the environment in the server of the environment in the env		
strep. but i will have an enormously detrimental impact on the environment as well as low-income and subservice interventions, which are a significant part of the community in this areas. Bus Service interventions well be detrimental to the hundreds of workers at Georgetown interventions and be detrimental to the hundreds of workers at Georgetown interventions in the CD Metropolitan area. Bus Service intervention in the Marian GD Service is a service intervention in the Marian GD Service intervention in the		
 student populations, which are a significant part of the community in this areas. bus Service bus service bit entities of the service which is a set of the set of the		
Dar't eliminate 96, 31, and 32, which provides Wisconsin Ave options for my son to get to school! Wisconsin Ave options for my son to get to school wisconsi de corgetown June stip, many of whom commute long distances via Metrobus to a neighborhood that already has mited access to public transportation. Jurge WMATA to reconsider removing these routing, as naccessibility to neighborhood like Georgetown makes commutes less attainable for lower-income the elimination of the M4 and D6 would leave me without any practical metrobus or rail service the elimination of the M4 and D6 would leave me without any practical metrobus or rail service the sonal area. Bus Service Bus Service Bu		
Ilimitating the G2 and D6 routes would be detrimental to the hundreds of workers at Georgetown Jinversity, many of whom commute long distances via Methobus to a neighborhood that already has inited access to public transgortation. Jurge WMATA to reconsider removing these routes, as naccessibility to neighborhood like Georgetown makes commutes less attainable for lower-income backsever. It would eliminate the ability of my children to take the bus to their school. It would have similar effect for my entre neighborhood, almost all of whom rely on ether the M4 or the D6 for tricial purpose. Bese don to cut the G2 bus, it is the main bus that I use and is the only reason I have been able to a may compare any college convenient to take the bus to campus form the train. I ake it twice a day every day I am on campus, as do many of my colleagues, log-th to tax exempt thas the iter any as a do many of my colleagues, log-th to tax exempt that lane were removed, as well as be very inconvenienced in my daily commute. Maccessibility or Georgetown is the G2, the duckst and the G2 au Mould most greatly affect low-income Bus Service Bus Service Bus Service Service Maccessibility or Georgetown is already limited even with the D2, D6, and G2 bus lines. Eliminating these Georgetown community from other parts of the day. This would most greatly affect low-income Bus Service Bus Service Definentiat to employees the majority of the day. This would most greatly affect low-income Bus Service Bus Service Definentiat C2 as 157. It only way for tess of thousands people living in Georgetown heighborhod to get to the central are of the city, especially during the weekends Bus Service Definence for a sort definence to take to ave and the day that have there not the exerce optimum equipted binding definence of transportation. Many ownincome workers also need thes bus bas to the the Corgetown meginetion and Georgetown Univer		
June stor, many of whom commute long distances via Metrobus to a neighborhood that already has inited access to public transportation. In urge WARTA to reconsider removing these romoving the romoving these romoving these romoving these romoving the romoving ther romoving the romoving th		Miscellaneous
Inited access to public transportation. Turge WMATA to reconsider removing these routes, as in accessibility to neighborhoods like Georgetown makes commutes less statianable for lower-income Bus Service Bus Center of the MA and D6 would leave me without any practical metrobus or rail service bus to their school. It would have how to method used leminate the ability of my children to take the bus to their school. It would have service the neighborhood, almost all of whom rely on either the M4 or the D6 for service bus to their school. It would have service the neighborhood, almost all of whom rely on either the M4 or the D6 for service bus to their school. It would have a service bus the school. It would have a service bus the school. It would have the D6 for service bus the school. It would have the D6 for service bus the school. It was and is the only reason I have been able to asservice bus school. It was and the DC service bus the school. It was and the provide the service bus the school. It was and the service bus the school. It was and the provide the service bus school. There is no train stop in Georgetown to the C2 is the quickest and easiest way to get to campus from the train. I alake the twice adaptive to take the C2 and would use Metrobus much much less that it were envored, as well as be very incorrentemed in my daiptive commute. Bus Service bus school bus there are students who rely on the bus service for accessing the Georgetown take the C2 and would use structer school bus structer bus access to the majority of the Georgetown neighborhood by getting in Georgetown setwice the school by getting in Georgetown the structer bus access to the majority of the Georgetown neighborhood by getting in Georgetown the structer bus access to the majority of the Georgetown neighborhood by getting in Georgetown the struct the G2, which is a vital link between Dupont Crick metro station and georgetown University, lab os sport Metro is efforts to ensure continued and increased funding decreased the dink, were decre	-	
haccessibility to neighborhoods like Georgetown makes commutes less attainable for lower-income dwatusever. It would eliminate the ability of my children to take the bus to their school. It would have similar effect for my entire neighborhood, almost all of whom rely on either the MV or the DG for service. It would eliminate the ability of my children to take the bus to their school. It would have similar effect for tor wettrie neighborhood, almost all of whom rely on either the MV or the DG for service. The vettrie neighborhood, almost all of whom rely on either the MV or the DG for Bus Service. Bus Service Bease don tot the G2 bus. It is the main bus that I use and is the only reason I have ben able to eave my college campus and explore DC. Bus Service Bease don tot the G2 bus. It is the main bus that I use and is the only reason I have ben able to eave my college very day I am on campus, s do many of my collegues. I ogh in to tax evempt transis the Spartially because its so convenient to take the G2 and would use Metrobus much much less that it hive aday service all sub eveny inconvenienced in my daily commute. Storestimutor of corgetown is already limited even with the D2, DG, and G2 bus lines. Eliminating these would be detrimental to employees and students who rely on the bus service for accessing the sorgetown community from other parts of the C1. This would mark greatly affect wincome employees who reside I more affordable parts of DC. Bus Service Much de D2, D2 and D6 routes are rucial to connecting a University campus to the rest of DC. Bus Service Bus		
workers who need to travel from other places in the DC Metropolitan area. Bus Service The elimination of the M4 and D6 would leave me without any practical metrobus rail service Musabeuer: It would eliminate the ability of my children to take the bus to their school. It would have the metropolitan area. Bus Service Please do not cut the G2 bus. It is the main bus that I use and is the only reason I have been able to eave my college campus and explore DC. Bus Service Please do not cut the G2 bus. It is the main bus that I use and is the only reason I have been able to eave my college campus and explore DC. Bus Service Rease do not cut the G2 bus. It is the main bus that I use and is the only reason I have been able to eave my college campus and explore DC. Bus Service Rease do not cut the G2 bus. It is the main bus that I use and is the only reason I have been able to eave my college campus and explore DC. Bus Service Rease do not cut the G2 bus the suickest and easiest way to get to campus from the train. I aka it twice a day every day I am on campus, as do many of my colleagues. I opt in to tax exempt T that line were merowed, as well as be very incorneelineed in my daily commute. Bus Service Bus Service Bus Service Bus Service Beared to innote plate dy limited even with the D2, D6, and G2 bus lines. Eliminating these would be detimental to employees and students who realy on the service of DC. Bus Service Bus Service Bus Service Bus Service		
he elimination of the Mand OS would leave me without any practical metrobus or rail service whatsoever. It would eliminate the ability of my children to take the bus to their school. It would have similar effect for my entire neighborhood, almost all of whom rely on either the M or the DS for Bus Service Bus Service Composition of Call Stine quickest and easiest way to get to campus from the train. I ake it twice a day every day I am on campus, as do many of my colleagues. I opt-in to tax evempt trains fice particulty because its convenient to take the G2 and would use Metrobus much much less fit hat line were removed, as well as be very inconvenienced in my daily commute. Bus Service Bus Serv		
whatever. It would eliminate the ability of my children to take the bus to their school. It would have a similar effect for my entire neighborhood, almost all of whom rely on either the M4 or the D6 for prease do not cut the G2 bus. It is the main bus that I use and is the only reason I have been able to a serve my college campus and explore DC. The G2 is an absolutely vital line for Georgetown University employees who commute in. There is no rain stop in Georgetown so the G2 is the quickest and easiest way to get to campus from the train. I ake it twice a day every day I am on campus, as do many of my collegues. I opt in to tax exems that line were removed, as well as be very inconvenienced in my daily commute. Secressbuilty or Georgetown is already limited even with the D2, D6, and G2 bus lines. Eliminating these would be detrimental to employees and students who rely on the bus service for accessing the Georgetown reside in more affordable parts of DC. Think the G2, D2, and D6 routes are crucial to connecting a University campus to the rest of DC. To are cutting off metrobus access to the majority of the Georgetown neighborhood by getting nd of D2, D6, and G2. The de liminate G2 as it's the only way for tens of thousands people living in Georgetown neighborhood to get to the central area of the city, especially during the weekends urge Metro to not cut the G2, which is a vital link between Dupont Circle metro station and Georgetown Charless forts to ensure continued and increased funding through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in ruding. The with therating *some* service cuts to decrease pollution, but the cessation of some much heeded bus lines is an equity issuel As a low-income graduate student attending Georgetown hubersish , I also support Metro's efforts to ensure continued and increased funding through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in ruding. The dwith tolerating *some* service		Bus Service
s smlar effect for my entire neighborhood, almost all of whom rely on either the M4 or the D6 for ritical purposes. Please do not cut the G2 bus. It is the main bus that I use and is the only reason I have been able to eave my college campus and explore DC. Bus Service Bus		
critical purposes. Bus Service Please do not cut the G2 bus. It is the main bus that I use and is the only reason I have been able to a ever my college campus and explore DC. Bus Service The G2 is an absolutely vital line for Georgetown University employees who commute in. There is no rain stop in Georgetown so the G2 is the quickest and easiest way to get to campus from the train. I ake is twice a day every day I am on campus, as do many of my colleagues. I opt-in to tax exempt that line were removed, as well as be very inconvenienced in my daily commute. Bus Service Accessibility or Georgetown is already limited even with the D2, D6, and G2 bus lines. Eliminating these sorgetown community from other parts of the city. This would most greatly affect low-income Bus Service Bus Service Seorgetown community from other parts of the city. This would most greatly affect low-income Bus Service Bus Service Please do not cut the G2, which is a vital link between Dupont Circle metro station and Seorgetown conspont Meeting. Bus Service Please do not dut the G2, which is a vital link between Dupont Circle metro station and Seorgetown. Bus Service Please do not cut the G2, which is a vital link between Dupont Circle metro station and Seorgetown. Bus Service Please do not cut the G2, not once train a thready in the current cap of 3% increase in luming. Capital Budget 'm dw kit tolerating *some* service to to decrease pollution, but the cessation of some much hered these busines to work in the the Georgetown meends of some much hered these busines to work in the the Georgetown meend for dable as the store increased funding for ideshare services o		
Please do not cut the G2 bus. It is the main bus that I use and is the only reason I have been able to eave my college campus and explore DC. Bus Service He G2 Is an absolutely vital line for Georgetown University employees who commute in. There is no train stop in Georgetown so the G2 is the quickest and easiest way to get to campus from the train. I take it twice a day every day I am on campus, as do many of my colleagues. I opt-in to tax exempt trainshi tes partially because its so convenient to take the G2 and would use Metrobus much. Bus Service Bus Service Bus Service Accessibility or Georgetown is already limited even with the D2, D6, and G2 bus lines. Eliminating these would be detrimental to employees and students who rely on the bus service for accessing the Georgetown community from other parts of the city. This would most greatly affect low-income employees who reside in more affordable parts of DC. Bus Service White AC 2, D2, and D6 routes are crucial to connecting a University campus to the rest of DC. Use Action and Seorgetown University. The Go context are a of the city, especially during the weekends Bus Service Bus Service Please do not elliminate G2 as it?s the only way for tens of thousands people living in Georgetown Beorgetown University. I also support Metro's efforts to ensure continued and increased funding through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in funding. Bus Service ''medew thit bus that to toke who came asily pay for rideshare services or who own cars. Bus Service Bus Service ''medew thit bus that to th	a similar effect for my entire neighborhood, almost all of whom rely on either the M4 or the D6 for	
eave my college campus and explore DC. Bus Service The G2 is an absolutely vital line for Georgetown University employees who commute in. There is no rins stop in Georgetown so the G2 is the quickest and easiest way to get to campus from the train. I take it twice a day every day I am on campus, as do many of my colleagues. I opt-in to tax exempt transit fees partially because its so convenient to take the G2 and would use Metrobus much much less that line were removed, as well as be very inconvenienced in my daily commute. Bus Service Accessibility or Georgetown is already limited even with the D2, D6, and G2 bus lines. Eliminating these would be detrimental to employees and students who rely on the bus service for accessing the Seorgetown community from other parts of the city. This would most greatly affect low-income employees who reside in more affordable parts of DC. Bus Service Bus Service Bus Service Please do not eliminate G2 as it?s the only way for tens of thousands people living in Georgetown neighborhood to get to the central area of the city, especially during the weekends Bus Service Bus Service Bus Service Through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in Capital Budget Capital Budget 'm ok with tolerating *some* service cuts to decrease pollution, but the cessation of some much needed bus lines is an equity issuel As a low-income graduate student attending Georgetown how cares. Bus Servi	critical purposes.	Bus Service
The G2 is an absolutely vital line for Georgetown University employees who commute in. There is no rarian stop in Georgetown so the G2 is the quickest and easiest way to get to campus from the train. I ake it Ntice a day every day 1 am on campus, as do many of my colleagues. J opt-in to tax exempt ransit fees partially because its so convenient to take the G2 and would use Metrobus much much less Bus Service Successibility or Georgetown is already limited even with the D2, D6, and G2 bus lines. Eliminating these would be detrimental to employees and students who rely on the bus service for accessing the Georgetown cannunity from other parts of the city. This would most greatly affect low-income genployees who reside in more affordable parts of DC. think the G2, D2, and D6 routes are crucial to connecting a University campus to the rest of DC. by D6, and G2. Please do not eliminate G2 as it?s the only way for tens of thousands people living in Georgetown neighborhood to get to the central area of the city, especially during the weekends urge Metro to not cut the G2, which is a vital link between Dupont Circle metro station and Georgetown University. I also support Metro's efforts to ensure continued and increased inding through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in funding. ''m ok with tolerating *some* service cuts to decrease pollution, but the cestation of some much needed bus lines ia an equity issuel As a low-income graduate student attending Georgetown indiversity. 1, and many of my peers, rely on the east/west Georgetown area. Our city needs to be nclusive and not just afford transit to those who can easily pay for rideshare services or who own cars. Bus Service Bus Serv	Please do not cut the G2 bus. It is the main bus that I use and is the only reason I have been able to	
rain stop in Georgetown so the G2 is the quickest and easiest way to get to campus from the train. I take it twice a day every day I am on campus, as do many of my colleagues. I opt-in to tax exempt ransit fees partially because its so convenient to take the G2 and would use Metrobus much much less f that line were removed, as well as be very inconvenienced in my daily commute. Accessibility or Georgetown is already limited even with the D2, D6, and G2 bus lines. Eliminating these would be detrimental to employees and students who rely on the bus service for accessing the Georgetown community from other parts of the city. This would most greatly affect Iow-income employees who reside in more affordable parts of DC. I think the G2, D2, and D6 routes are crucial to connecting a University campus to the rest of DC. Use a crucing off metrobus access to the majority of the Georgetown neighborhood by getting rid of D2, D6, and G2. Please do not eliminate G2 as it?s the only way for tens of thousands people living in Georgetown eighborhood to get to the central area of the city, especially during the weekends urge Metro to not cut the G2, which is a vital link between Dupont Circle metro station and Georgetown University. I also support Metro's efforts to ensure continued and increased funding frough this year. I believe Metro should be as for more than the current cap of 3% increase in funding. Tim ok with tolerating "some" service cuts to decrease pollution, but the cessation of some much needed bus lines is an equity issuel As a low-income graduate student attending Georgetown Jniversity, I, and many of my peers, rely on the easily easy for rideshare services or who own cars. Pleaseeeee don't get rid of G2, D2, and D6. they're quiel literally the ONLY way students at Georgetown pleaseeene don't get rid of G2, D2, and D6. they're quiel literally the ONLY way students at Georgetown	leave my college campus and explore DC.	Bus Service
take it twice a day every day I am on campus, as do many of my colleagues. I opt-in to tax exempt Bus Service transit fees partially because its so convenient to take the G2 and would use Metrobus much much Bus Service Accessibility or Georgetown is already limited even with the D2, D6, and G2 bus lines. Eliminating these would be detrimental to employees and students who rely on the bus service for accessing the Georgetown community from other parts of the city. This would most greatly affect low-income amployees who reside in more affordable parts of DC. Bus Service exployees who reside in more affordable parts of DC. Bus Service Bus Service ou are cutting off metrobus access to the majority of the Georgetown neighborhood by getting rid of D2, D6, and G2. Bus Service Bus Service Please do not cut the G2, which is a vital link between Dupont Circle metro station and Georgetown University. I also support Metro's efforts to ensure continued and increased funding this year. I believe Metro should be able to ask for more than the current cap of 3% increase in funding. Bus Service ''m ow with tolerating "some" service cuts to decrease pollution, but the cessation of some much needed bus lines is an equity usits also ned the edity, special to the decrease pollution, but the cessation of some much needed bus lines is an equity issue As a low-income graduate student athening Georgetown Inversity. I, and many of my pers, rely on the east/west Georgetown buses for transportation. Many ow-income workers also need thes busines to work in the the Georgetown buses for transportation. Many ow-income graduate student attending Georgetown endor own come streas also need these bu	The G2 is an absolutely vital line for Georgetown University employees who commute in. There is no	
ransit fees partially because its so convenient to take the G2 and would use Metrobus much much less f that line were removed, as well as be very inconvenienced in my daily commute. Bus Accessibility or Georgetown is already limited even with the D2, D6, and G2 bus lines. Eliminating these would be detrimental to employees and students who rely on the bus service for accessing the Georgetown community from other parts of the city. This would most greatly affect low-income employees who reside in more affordable parts of DC. Bus Service for accessing the G2, D2, and D6 routes are crucial to connecting a University campus to the rest of DC. you are cutting off metrobus access to the majority of the Georgetown neighborhood by getting rid of D2, D6, and G2. Urge Metro to not cut the G2 as it?s the only way for tens of thousands people living in Georgetown neighborhood to get to the central area of the city, especially during the weekends Georgetown University. I also support Metro's efforts to ensure continued and increased funding through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in funding. Capital Budget 'm ok with tolerating *some* services pollution, but the cessation of some much neighborhood funding to many peers, rely on the east/west Georgetown busses for transportation. Many ow-income workers also need these busines to work in the the Georgetown busses for transportation. Many ow-income workers also need these busines to work in the the Georgetown area. Our city needs to be nelause and not just afford transit to those who can easily pay for rideshare services or who own care. Bus Service Diedseede don't get rid of G2, D2, and D6, they're quite literally the ONLY way students at Georgetown pleaseeede on't get rid of G2, D2, and D6, they're quite literally the ONLY way students at Georgetown	train stop in Georgetown so the G2 is the quickest and easiest way to get to campus from the train. I	
f that line were removed, as well as be very inconvenienced in my daily commute. Bus Service Accessibility or Georgetown is already limited even with the D2, D6, and G2 bus lines. Eliminating these Bus Service Seorgetown community from other parts of the city. This would most greatly affect low-income Bus Service seorgetown community from other parts of the city. This would most greatly affect low-income Bus Service employees who reside in more affordable parts of DC. Bus Service you are cutting off metrobus access to the majority of the Georgetown neighborhood by getting rid of 2, D6, and G2. Bus Service Please do not eliminate G2 as it?s the only way for tens of thousands people living in Georgetown Bus Service ruge Metro to not cut the G2, which is a vital link between Dupont Circle metro station and Bus Service Georgetown University. 1 also support Metro's efforts to ensure continued and increased funding Capital Budget runding. Capital Budget ''n ok with tolerating *some* service cuts to decrease pollution, but the cessation of some much Capital Budget ''n ok with tolerating *some* service outs to decrease pollution, but the Georgetown neigh on our cut ry needs to be Bus Service capital Budget capital Budget Capital Budget ''no k with tolerating *some* service cuts to decrease pollution, but the cessation of some much Ser	take it twice a day every day I am on campus, as do many of my colleagues. I opt-in to tax exempt	
Accessibility or Georgetown is already limited even with the D2, D6, and G2 bus lines. Eliminating these would be detrimental to employees and students who rely on the bus service for accessing the Georgetown community from other parts of the city. This would most greatly affect low-income mployees who reside in more affordable parts of DC. Bus Service think the G2, D2, and D6 routes are crucial to connecting a University campus to the rest of DC. Bus Service 20, D6, and G2. Please do not eliminate G2 as it?s the only way for tens of thousands people living in Georgetown eighborhood to get to the central area of the city, especially during the weekends Georgetown University. I also support Metro's efforts to ensure continued and increased funding through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in funding. Capital Budget ''n ok with tolerating *some* service cuts to decrease pollution, but the cessation of some much eaded bus lines is an equity issuel As a low-income graduate student attending Georgetown University, I, and many of my peers, rely on the east/west Georgetown area. Our city needs to be nelusive and not just afford transit to those who can easily pay for rideshare services or who own cars. Bus Service bleaseeee don't get rid of G2, D2, and D6. they're quite literally the ONLY way students at Georgetown bleaseeneed bus test rid of G2, D2, and D6. they're quite literally the ONLY way students at Georgetown bleaseeneed bus test of data can be complexed bus besended bus beended bus bus bus bus to the complexed bus bus bleaseeneed bus test of the other at G2, D2, and D6, D2, D2, D3, D4, D4, D4, D4, D4, D4, D4, D4, D4, D4	transit fees partially because its so convenient to take the G2 and would use Metrobus much much less	
would be detrimental to employees and students who rely on the bus service for accessing the Georgetown community from other parts of the city. This would most greatly affect low-income employees who reside in more affordable parts of DC. think the G2, D2, and D6 routes are crucial to connecting a University campus to the rest of DC. Bus Service D2, D6, and G2. Decase do not eliminate G2 as it?s the only way for tens of thousands people living in Georgetown neighborhood to get to the central area of the city, especially during the weekends urge Metro to not cut the G2, which is a vital link between Dupont Circle metro station and Georgetown University. I also support Metro's efforts to ensure continued and increased funding through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in funding. The with tolerating *some* service cuts to decrease pollution, but the cessation of some much needed bus lines is an equity issue! As a low-income graduate student attending Georgetown University, I, and many of my peers, rely on the east/west Georgetown busses for transportation. Many ow-income workers also need these busilines to work in the the Georgetown area. Our city needs to be nelayies ed not to tarist to those who can easily pay for rideshare services or who own cars. Bus Service Decaseee don't get rid of G2, D2, and D6. they're quite literally the ONLY way students at Georgetown	if that line were removed, as well as be very inconvenienced in my daily commute.	Bus Service
Georgetown community from other parts of the city. This would most greatly affect low-income amployees who reside in more affordable parts of DC. Bus Service employees who reside in more affordable parts of DC. Bus Service think the G2, D2, and D6 routes are crucial to connecting a University campus to the rest of DC. Bus Service ova are cutting off metrobus access to the majority of the Georgetown neighborhood by getting rid of D2, D6, and G2. Bus Service Please do not eliminate G2 as it?s the only way for tens of thousands people living in Georgetown neighborhood to get to the central area of the city, especially during the weekends Bus Service urge Metro to not cut the G2, which is a vital link between Dupont Circle metro station and Georgetown University. I also support Metro's efforts to ensure continued and increased funding through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in funding. Capital Budget "no k with tolerating *some* service cuts to decrease pollution, but the cessation of some much needed bus lines is an equity issuel As a low-income graduate student attending Georgetown Many of my peers, rely on the east/west Georgetown area. Our city needs to be neutrino to tust afford transit to those who can easily pay for ideshare services or who own cars. Bus Service olasseenee don't get rid of G2, D2, and D6. they're quite literally the ONLY way students at Georgetown Bus Service	Accessibility or Georgetown is already limited even with the D2, D6, and G2 bus lines. Eliminating these	
employees who reside in more affordable parts of DC. Bus Service think the G2, D2, and D6 routes are crucial to connecting a University campus to the rest of DC. Bus Service you are cutting off metrobus access to the majority of the Georgetown neighborhood by getting rid of 20, D6, and G2. Bus Service Please do not eliminate G2 as it?s the only way for tens of thousands people living in Georgetown neighborhood to get to the central area of the city, especially during the weekends Bus Service Please do not cut the G2, which is a vital link between Dupont Circle metro station and Georgetown University. I also support Metro's efforts to ensure continued and increased funding through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in funding. Capital Budget 'm ok with tolerating *some* service cuts to decrease pollution, but the cessation of some much needed bus lines is an equity issue! As a low-income graduate student attending Georgetown Juriversity, I, and many of my peers, rely on the easily pay for rideshare services or who own cars. Bus Service Bus Service outsine and not just afford transit to those who can easily pay for rideshare services or who own cars. Bus Service Bus Service	would be detrimental to employees and students who rely on the bus service for accessing the	
think the G2, D2, and D6 routes are crucial to connecting a University campus to the rest of DC. you are cutting off metrobus access to the majority of the Georgetown neighborhood by getting rid of D2, D6, and G2. Please do not eliminate G2 as it?s the only way for tens of thousands people living in Georgetown neighborhood to get to the central area of the city, especially during the weekends urge Metro to not cut the G2, which is a vital link between Dupont Circle metro station and Georgetown University. I also support Metro's efforts to ensure continued and increased funding through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in funding. 'm ok with tolerating *some* service cuts to decrease pollution, but the cessation of some much needed bus lines is an equity issue! As a low-income graduate student attending Georgetown Jniversity. I, and many of my peers, rely on the east/west Georgetown busses for transportation. Many ow-income workers also need these busilines to work in the the Georgetown area. Our city needs to be nclusive and not just afford transit to those who can easily pay for rideshare services or who own cars. Bus Service bleaseeee don't get rid of G2, D2, and D6. they're quite literally the ONLY way students at Georgetown	Georgetown community from other parts of the city. This would most greatly affect low-income	
think the G2, D2, and D6 routes are crucial to connecting a University campus to the rest of DC. you are cutting off metrobus access to the majority of the Georgetown neighborhood by getting rid of D2, D6, and G2. Please do not eliminate G2 as it?s the only way for tens of thousands people living in Georgetown neighborhood to get to the central area of the city, especially during the weekends urge Metro to not cut the G2, which is a vital link between Dupont Circle metro station and Georgetown University. I also support Metro's efforts to ensure continued and increased funding through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in funding. 'm ok with tolerating *some* service cuts to decrease pollution, but the cessation of some much needed bus lines is an equity issue! As a low-income graduate student attending Georgetown Jniversity. I, and many of my peers, rely on the east/west Georgetown busses for transportation. Many ow-income workers also need these busilines to work in the the Georgetown area. Our city needs to be nclusive and not just afford transit to those who can easily pay for rideshare services or who own cars. Bus Service bleaseeee don't get rid of G2, D2, and D6. they're quite literally the ONLY way students at Georgetown	employees who reside in more affordable parts of DC.	Bus Service
you are cutting off metrobus access to the majority of the Georgetown neighborhood by getting rid of D2, D6, and G2. Please do not eliminate G2 as it?s the only way for tens of thousands people living in Georgetown neighborhood to get to the central area of the city, especially during the weekends urge Metro to not cut the G2, which is a vital link between Dupont Circle metro station and Georgetown University. I also support Metro's efforts to ensure continued and increased funding through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in mok with tolerating *some* service cuts to decrease pollution, but the cessation of some much needed bus lines is an equity issue! As a low-income graduate student attending Georgetown University. I, and many of my peers, rely on the east/west Georgetown buses for transportation. Many ow-income workers also need these buslines to work in the the Georgetown area. Our city needs to be nelusive and not just afford transit to those who can easily pay for rideshare services or who own cars. Bus Service Delaseeeee don't get rid of G2, D2, and D6. they're quite literally the ONLY way students at Georgetown	I think the G2, D2, and D6 routes are crucial to connecting a University campus to the rest of DC.	
D2, D6, and G2. Bus Service Please do not eliminate G2 as it?s the only way for tens of thousands people living in Georgetown Bus Service neighborhood to get to the central area of the city, especially during the weekends Bus Service urger Metro to not cut the G2, which is a vital link between Dupont Circle metro station and Bus Service Georgetown University. I also support Metro's efforts to ensure continued and increased funding capital Budget frough this year. I believe Metro should be able to ask for more than the current cap of 3% increase in capital Budget "mok with tolerating *some* service cuts to decrease pollution, but the cessation of some much capital Budget Iniversity, I, and many of my peers, rely on the east/west Georgetown buses for transportation. Many of my peers, rely on the east/west Georgetown area. Our city needs to be Bus Service oulsuive and not just afford transit to those who can easly pay for rideshare services or who own cars. Bus Service bleaseeeee don't get rid of G2, D2, and D6. they're quite literally the ONLY way students at Georgetown Bus Service	you are cutting off metrobus access to the majority of the Georgetown neighborhood by getting rid of	
Please do not eliminate G2 as it?s the only way for tens of thousands people living in Georgetown Bus Service neighborhood to get to the central area of the city, especially during the weekends Bus Service urge Metro to not cut the G2, which is a vital link between Dupont Circle metro station and Georgetown Georgetown University. 1 also support Metro's efforts to ensure continued and increased funding Capital Budget through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in Capital Budget 'm ok with tolerating *some* service cuts to decrease pollution, but the cessation of some much Capital Budget university. I, and many of my peers, rely on the east/west Georgetown buses for transportation. Many Many of my peers, rely on the easily pay for rideshare services or who own cars. nelusive and not just afford transit to those who can easily pay for rideshare services or who own cars. Bus Service pleaseeeee don't get rid of G2, D2, and D6. they're quite literally the ONLY way students at Georgetown Bus Service	D2, D6, and G2.	Bus Service
heighborhood to get to the central area of the city, especially during the weekends Bus Service urge Metro to not cut the G2, which is a vital link between Dupont Circle metro station and Seorgetown University. I also support Metro's efforts to ensure continued and increased funding through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in funding. Bus Service ''m ok with tolerating *some* service cuts to decrease pollution, but the cessation of some much needed bus lines is an equity issue! As a low-income graduate student attending Georgetown University. I, and many of my peers, rely on the east/west Georgetown busses for transportation. Many ow-income workers also need these buslines to work in the the Georgetown area. Our city needs to be nelusive and not just afford transit to those who can easily pay for rideshare services or who own cars. Bus Service Bus Service pleaseeeee don't get rid of G2, D2, and D6. they're quite literally the ONLY way students at Georgetown Bus Service	Please do not eliminate G2 as it?s the only way for tens of thousands people living in Georgetown	
urge Metro to not cut the G2, which is a vital link between Dupont Circle metro station and Georgetown University. I also support Metro's efforts to ensure continued and increased funding through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in 'imding. 'm ok with tolerating *some* service cuts to decrease pollution, but the cessation of some much needed bus lines is an equity issue! As a low-income graduate student attending Georgetown University. J, and many of my peers, rely on the east/west Georgetown buses for transportation. Many ow-income workers also need these buslines to work in the the Georgetown rea. Our city needs to be clusive and not just afford transit to those who can easily pay for rideshare services or who own cars. Bus Service bleaseeeee don't get rid of G2, D2, and D6. they're quite literally the ONLY way students at Georgetown Bus Service	neighborhood to get to the central area of the city, especially during the weekends	Bus Service
Seorgetown University. I also support Metro's efforts to ensure continued and increased funding through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in funding. Capital Budget Capita	I urge Metro to not cut the G2, which is a vital link between Dupont Circle metro station and	
through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in Capital Budget Capita		
funding. Capital Budget 'm ok with tolerating *some* service cuts to decrease pollution, but the cessation of some much needed bus lines is an equity issue! As a low-income graduate student attending Georgetown University, I, and many of my peers, rely on the east/west Georgetown busses for transportation. Many ow-income workers also need these buslines to work in the the Georgetown area. Our city needs to be nclusive and not just afford transit to those who can easily pay for rideshare services or who own cars. Bus Service bleaseeeee don't get rid of G2, D2, and D6. they're quite literally the ONLY way students at Georgetown Bus Service	Georgetown University. I also support Metro's efforts to ensure continued and increased funding	1
'm ok with tolerating *some* service cuts to decrease pollution, but the cessation of some much needed bus lines is an equity issue! As a low-income graduate student attending Georgetown Juniversity, I, and many of my peers, rely on the east/west Georgetown busses for transportation. Many ow-income workers also need these buslines to work in the the Georgetown area. Our city needs to be not just afford transit to those who can easily pay for rideshare services or who own cars. Bus Service		
needed bus lines is an equity issue! As a low-income graduate student attending Georgetown University, I, and many of my peers, rely on the east/west Georgetown busses for transportation. Many ow-income workers also need these buslines to work in the the Georgetown area. Our city needs to be nclusive and not just afford transit to those who can easily pay for rideshare services or who own cars. Bus Service	through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in	Capital Budget
University, I, and many of my peers, rely on the east/west Georgetown busses for transportation. Many ow-income workers also need these buslines to work in the the Georgetown area. Our city needs to be nclusive and not just afford transit to those who can easily pay for rideshare services or who own cars. Bus Service pleaseeee don't get rid of G2, D2, and D6. they're quite literally the ONLY way students at Georgetown	through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in funding.	Capital Budget
ow-income workers also need these buslines to work in the the Georgetown area. Our city needs to be nclusive and not just afford transit to those who can easily pay for rideshare services or who own cars. Bus Service pleaseeee don't get rid of G2, D2, and D6. they're quite literally the ONLY way students at Georgetown	through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in funding. I'm ok with tolerating *some* service cuts to decrease pollution, but the cessation of some much	Capital Budget
nclusive and not just afford transit to those who can easily pay for rideshare services or who own cars. Bus Service pleaseeee don't get rid of G2, D2, and D6. they're quite literally the ONLY way students at Georgetown	through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in funding. I'm ok with tolerating *some* service cuts to decrease pollution, but the cessation of some much needed bus lines is an equity issue! As a low-income graduate student attending Georgetown	
pleaseeeee don't get rid of G2, D2, and D6. they're quite literally the ONLY way students at Georgetown	through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in funding. I'm ok with tolerating *some* service cuts to decrease pollution, but the cessation of some much needed bus lines is an equity issue! As a low-income graduate student attending Georgetown University, I, and many of my peers, rely on the east/west Georgetown busses for transportation. Many	
	through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in funding. I'm ok with tolerating *some* service cuts to decrease pollution, but the cessation of some much needed bus lines is an equity issue! As a low-income graduate student attending Georgetown University, I, and many of my peers, rely on the east/west Georgetown busses for transportation. Many low-income workers also need these buslines to work in the the Georgetown area. Our city needs to be	
au Rer ou reuitine bez Zeluide	through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in funding. I'm ok with tolerating *some* service cuts to decrease pollution, but the cessation of some much needed bus lines is an equity issuel As a low-income graduate student attending Georgetown University, I, and many of my peers, rely on the east/west Georgetown busses for transportation. Many low-income workers also need these buslines to work in the the Georgetown area. Our city needs to be inclusive and not just afford transit to those who can easily pay for rideshare services or who own cars.	
	through this year. I believe Metro should be able to ask for more than the current cap of 3% increase in funding. I'm ok with tolerating *some* service cuts to decrease pollution, but the cessation of some much needed bus lines is an equity issuel As a low-income graduate student attending Georgetown University, I, and many of my peers, rely on the east/west Georgetown busses for transportation. Many low-income workers also need these buslines to work in the the Georgetown area. Our city needs to be inclusive and not just afford transit to those who can easily pay for rideshare services or who own cars. pleaseeee don't get rid of G2, D2, and D6. they're quite literally the ONLY way students at Georgetown	Bus Service

Comment	
	Category
Dear WMATA Board and Stakeholders, I am writing to express my strong opposition to the proposed	
service cuts to the WMATA Metrobus routes, particularly the reduction of the G2 bus line. Public transit	
in Washington D.C. is not just a convenience; it is a lifeline for many of its residents, especially those	
who depend on it for their daily commute to work, school, and essential services. The decision to cut	
services such as the G2 bus will disproportionately affect service workers, as well as faculty and staff of	
Georgetown University, making it extremely difficult for them to reach their workplaces in an area	
already challenged by limited public transit options. Public transit is a public good. It is essential for the	
economic, social, and environmental well-being of our city. Cutting services undermines our collective	
effort to decrease reliance on cars, reduce traffic congestion, and minimize environmental pollution. A	
well-funded, accessible, and efficient public transit system is critical to achieving these goals. Moreover,	
investing in public transit supports those in our community who need it most, promoting equity and	
inclusion in our city's growth and development. Reducing the accessibility of public transit, such as the	
G2 bus, sends a message that we are stepping back from our commitment to a sustainable and	
equitable future. It forces our workforce, particularly those in essential services and education sectors,	
into difficult positions, potentially affecting their employment and our community's access to essential	
services. I urge the WMATA to reconsider these proposed service cuts. Instead, I advocate for	
responsible funding and strategic planning that ensures our public transit system is not just maintained	
but improved. Let's work together to make public transit in Washington D.C. more accessible, reliable,	
and efficient for everyone. By doing so, we invest in our community's future, support our workforce,	
and take a significant step towards a more sustainable and equitable urban environment. Thank you	Rus Conico
for considering this appeal to keep our city moving forward together. Sincerely, Nick Scrimenti	Bus Service
No service cuts or fare increases should be implemented, however if they are necessary, I would rather	Due Carrier
service cuts. I think the Metro should be better subsidised by the government	Bus Service
The G2 is essential to my travel and to students at Howard and Georgetown. I use this route almost 5-6 times a week, often twice a day. I would use public transportation far less frequently if G2 service were	
cut. It would be a great disservice to the Metro's budget to eliminate this route since hundreds of	
students use it daily. My sense is that students would switch to bikes, scooters and even low-budget	
ride shares over taking a new route.	Operating Budget, Management and Spending
The elimination of the G2, D2, and D6 would essentially cripple Georgetown University access to the	operating addpet, management and operating
broader WMATA system. These routes, especially G2, provide convenient and accessible travel to key	
locations in the system such as DuPont Circle(and in turn the Red line and broader metro system),	
Embassy Row, and downtown. The lack of a nearby metro rail station is enough of a headache for	
students please don?t completely leave us stranded.	Bus Service
I use the L2 bus to get to and from work (Cleveland Park and Dupont Circle). To stop it at the Duke	
Ellington bridge makes the line entirely useless to me, especially with reduced service of 42,43 bus	
lines. The L2 is so convenient, I pick it up right outside my house and I ride it almost to its last stop. It's	
so important and losing this bus line would make my commute completely inefficient. The Z6 is the	
only bus I can take to reach a relative's home and it already has atrocious service (20 minutes between	
buses and sometimes it doesn't show up). If anything it needs service improvements. I have really	
appreciated the red line frequency improvements and I really hope those continue. For the other lines,	
20 minutes between trains is too long and I would love to see more frequency. I am okay with fare	
increases but I think it's best to have no transfer fees between bus and rail in a single trip. Thanks.	Bus Service
As a Georgetown student, the lack of a metro station in the Georgetown neighborhood isolates	
students like myself from the rest of D.C. For many of us, the G2, 33, and 31 is what we use to travel to	
work or just to visit downtown and the city center. As it is, the G2, 33, and 31 buses are often packed	
and do not come as frequently as they should. Removing these options would be a huge inconvenience	
for students in an area that is already vastly unaccessible. This would also only exacerbate economic	
inequities as not everyone can afford to travel by car or rideshare.	Bus Service
Do not eliminate the G2 Metrobus route, or the D2 or D6	Bus Service
public transit is good but fare increases are regressive	Fares/Fees/Parking
The G2 is essential to many Georgetown students, staff, and faculty please don't eliminate our route.	Bus Service
Public transportation is not supposed to be profitable. Thousands of people rely on even the least used	
bus routes and metro stations to go to work and sustain their lives. Please consider the effect of the	
proposed changes on the residents of DC and Maryland.	Bus Service
Please keep the Georgetown University community connected. This will isolate us from the city even	
further.	Bus Service
These changes are a step In the wrong direction decreasing services will actively decrease the need for	
metro and increase the feeling of unsafe.	
	Fare Evasion/Safety/Crime
I have heart problem. If there are no buses out front of georgetown university front gate I cannot walk	
down to Wisconsin Ave. without some health issues.	Bus Service
down to Wisconsin Ave. without some health issues. The G2, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the	
down to Wisconsin Ave. without some health issues. The G2, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their	Bus Service
down to Wisconsin Ave. without some health issues. The G2, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships.	Bus Service Bus Service
down to Wisconsin Ave. without some health issues. The G2, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships. Please do not cut the G2 routing to Georgetown University. This will impact my ability to get to work.	Bus Service
down to Wisconsin Ave. without some health issues. The G2, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships. Please do not cut the G2 routing to Georgetown University. This will impact my ability to get to work. I am a Georgetown University graduate student who is living in Columbia heights. Considering that my	Bus Service Bus Service
down to Wisconsin Ave. without some health issues. The G2, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships. Please do not cut the G2 routing to Georgetown University. This will impact my ability to get to work. I am a Georgetown University graduate student who is living in Columbia heights. Considering that my university has no metro station, no on-campus graduate housing for grad students and there is no	Bus Service Bus Service
down to Wisconsin Ave. without some health issues. The G2, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships. Please do not cut the G2 routing to Georgetown University. This will impact my ability to get to work. I am a Georgetown University graduate student who is living in Columbia heights. Considering that my university has no metro station, no on-campus graduate housing for grad students and there is no shuttle service to columbia heights, I find the removal of G2 line as a student-hostile policy. I use this	Bus Service Bus Service
down to Wisconsin Ave. without some health issues. The G2, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships. Please do not cut the G2 routing to Georgetown University. This will impact my ability to get to work. I am a Georgetown University graduate student who is living in Columbia heights. Considering that my university has no metro station, no on-campus graduate housing for grad students and there is no	Bus Service Bus Service
down to Wisconsin Ave. without some health issues. The 62, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships. Please do not cut the 62 routing to Georgetown University. This will impact my ability to get to work. I am a Georgetown University graduate student who is living in Columbia heights. Considering that my university has no metro station, no on-campus graduate housing for grad students and there is no shuttle service to columbia heights, I find the removal of G2 line as a student-hostile policy. I use this line 5 days a week. Since there is no alternative bus route proposed for Georgetown University students who live around the proximity of G2 line, I strongly disagree on this change.	Bus Service Bus Service Bus Service
down to Wisconsin Ave. without some health issues. The G2, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships. Please do not cut the G2 routing to Georgetown University. This will impact my ability to get to work. I am a Georgetown University graduate student who is living in Columbia heights. Considering that my university has no metro station, no on-campus graduate housing for grad students and there is no shuttle service to columbia heights, I find the removal of G2 line as a student-hostile policy. I use this line 5 days a week. Since there is no alternative bus route proposed for Georgetown University students who live around the proximity of G2 line, I strongly disagree on this change. The G2, D2, D6, 31 and 33 routes are extremely important for accessibility in the Georgetown	Bus Service Bus Service Bus Service
down to Wisconsin Ave. without some health issues. The 62, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships. Please do not cut the 62 routing to Georgetown University. This will impact my ability to get to work. I am a Georgetown University graduate student who is living in Columbia heights. Considering that my university has no metro station, no on-campus graduate housing for grad students and there is no shuttle service to columbia heights, I find the removal of G2 line as a student-hostile policy. I use this line 5 days a week. Since there is no alternative bus route proposed for Georgetown University students who live around the proximity of G2 line, I strongly disagree on this change.	Bus Service Bus Service Bus Service
down to Wisconsin Ave. without some health issues. The 62, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships. Please do not cut the G2 routing to Georgetown University. This will impact my ability to get to work. I am a Georgetown University graduate student who is living in Columbia heights. Considering that my university has no metro station, no on-campus graduate housing for grad students and there is no shuttle service to columbia heights, I find the removal of G2 line as a student-hostile policy. I use this line 5 days a week. Since there is no alternative bus route proposed for Georgetown University students who live around the proximity of G2 line, I strongly disagree on this change. The G2, D2, D6, 31 and 33 routes are extremely important for accessibility in the Georgetown neighborhood. Many community members depend on these routes to travel into the greater DC area.	Bus Service Bus Service Bus Service Bus Service
down to Wisconsin Ave. without some health issues. The 62, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships. Please do not cut the 62 routing to Georgetown University. This will impact my ability to get to work. I am a Georgetown University graduate student who is living in Columbia heights. Considering that my university has no metro station, no on-campus graduate housing for grad students and there is no shuttle service to columbia heights, I find the removal of G2 line as a student-hostile policy. I use this line 5 days a week. Since there is no alternative bus route proposed for Georgetown University students who live around the proximity of G2 line, I strongly disagree on this change. The 62, D2, D6, 31 and 33 routes are extremely important for accessibility in the Georgetown neighborhood. Many community members depend on these routes to travel into the greater DC area. Eliminating the routes would eliminate a large customer base. The WMATA public transportation network is an absolute joke in comparison to that of any mid-sized	Bus Service Bus Service Bus Service Bus Service
down to Wisconsin Ave. without some health issues. The 62, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships. Please do not cut the 62 routing to Georgetown University. This will impact my ability to get to work. I am a Georgetown University graduate student who is living in Columbia heights. Considering that my university has no metro station, no on-campus graduate housing for grad students and there is no shuttle service to columbia heights, I find the removal of G2 line as a student-hostile policy. I use this line 5 days a week. Since there is no alternative bus route proposed for Georgetown University students who live around the proximity of G2 line, I strongly disagree on this change. The 62, D2, D6, 31 and 33 routes are extremely important for accessibility in the Georgetown neighborhood. Many community members depend on these routes to travel into the greater DC area. Eliminating the routes would eliminate a large customer base. The WMATA public transportation network is an absolute joke in comparison to that of any mid-sized	Bus Service Bus Service Bus Service Bus Service Bus Service
down to Wisconsin Ave. without some health issues. The G2, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships. Please do not cut the G2 routing to Georgetown University. This will impact my ability to get to work. I am a Georgetown University graduate student who is living in Columbia heights. Considering that my university has no metro station, no on-campus graduate housing for grad students and there is no shuttle service to columbia heights, I find the removal of G2 line as a student-hostile policy. I use this line 5 days a week. Since there is no alternative bus route proposed for Georgetown University students who live around the proximity of G2 line, I strongly disagree on this change. The G2, D2, D6, 31 and 33 routes are extremely important for accessibility in the Georgetown neighborhood. Many community members depend on these routes to travel into the greater DC area. Eliminating the routes would eliminate a large customer base. The WMATA public transportation network is an absolute joke in comparison to that of any mid-sized European or East Asian city, don?t make even it worsel	Bus Service Bus Service Bus Service Bus Service Bus Service
down to Wisconsin Ave. without some health issues. The 62, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships. Please do not cut the G2 routing to Georgetown University. This will impact my ability to get to work. I am a Georgetown University graduate student who is living in Columbia heights. Considering that my university has no metro station, no on-campus graduate housing for grad students and there is no shuttle service to columbia heights, I find the removal of G2 line as a student-hostile policy. I use this line 5 days a week. Since there is no alternative bus route proposed for Georgetown University students who live around the proximity of G2 line, I strongly disagree on this change. The G2, D2, D6, 31 and 33 routes are extremely important for accessibility in the Georgetown neighborhood. Many community members depend on these routes to travel into the greater DC area. Eliminating the routes would eliminate a large customer base. The WMATA public transportation network is an absolute joke in comparison to that of any mid-sized European or East Asian city, don?t make even it worse! Please keep the G2 Metrobus with service to Georgetown University's main gate. There is no metro	Bus Service Bus Service Bus Service Bus Service Bus Service
down to Wisconsin Ave. without some health issues. The G2, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships. Please do not cut the G2 routing to Georgetown University. This will impact my ability to get to work. I am a Georgetown University graduate student who is living in Columbia heights. Considering that my university has no metro station, no on-campus graduate housing for grad students and there is no shuttle service to columbia heights, I find the removal of G2 line as a student-hostile policy. I use this line 5 days a week. Since there is no alternative bus route proposed for Georgetown University students who live around the proximity of G2 line, I strongly disagree on this change. The G2, D2, D6, 31 and 33 routes are extremely important for accessibility in the Georgetown neighborhood. Many community members depend on these routes to travel into the greater DC area. Eliminating the routes would eliminate a large customer base. The WMATA public transportation network is an absolute joke in comparison to that of any mid-sized European or East Asian city, don?t make even it worse! Please keep the G2 Metrobus with service to Georgetown University's main gate. There is no metro that connects the University to DC, and it would be a terrible hardship for faculty, staff and students if	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Miscellaneous
down to Wisconsin Ave. without some health issues. The 62, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships. Please do not cut the G2 routing to Georgetown University. This will impact my ability to get to work. I am a Georgetown University graduate student who is living in Columbia heights. Considering that my university has no metro station, no on-campus graduate housing for grad students and there is no shuttle service to columbia heights, I find the removal of G2 line as a student-hostile policy. I use this line 5 days a week. Since there is no alternative bus route proposed for Georgetown University students who live around the proximity of G2 line, I strongly disagree on this change. The G2, D2, D6, 31 and 33 routes are extremely important for accessibility in the Georgetown neighborhood. Many community members depend on these routes to travel into the greater DC area. Eliminating the routes would eliminate a large customer base. The WMATA public transportation network is an absolute joke in comparison to that of any mid-sized European or East Asian city, don?t make even it worse! Please keep the G2 Metrobus with service to Georgetown University's main gate. There is no metro that connects the University to DC, and it would be a terrible hardship for faculty, staff and students if the G2 bus is eliminated. Thank you for your consideration. Please don't shorten the 32/36 bus line service. I use it to access the 31/33 line and the proposed cuts would make this commute impossible!	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Miscellaneous
down to Wisconsin Ave. without some health issues. The G2, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships. Please do not cut the G2 routing to Georgetown University. This will impact my ability to get to work. I am a Georgetown University graduate student who is living in Columbia heights. Considering that my university has no metro station, no on-campus graduate housing for grad students and there is no shuttle service to columbia heights, I find the removal of G2 line as a student-hostile policy. I use this line 5 days a week. Since there is no alternative bus route proposed for Georgetown University students who live around the proximity of G2 line, I strongly disagree on this change. The G2, D2, D6, 31 and 33 routes are extremely important for accessibility in the Georgetown neighborhood. Many community members depend on these routes to travel into the greater DC area. Eliminating the routes would eliminate a large customer base. The WMATA public transportation network is an absolute joke in comparison to that of any mid-sized European or East Asian city, don?t make even it worse! Please keep the G2 Metrobus with service to Georgetown University's main gate. There is no metro that connects the University to DC, and it would be a terrible hardship for faculty, staff and students if the G2 bus is eliminated. Thank you for your consideration. Please don?t shorten the 32/36 bus line service. I use it to access the 31/33 line and the proposed cuts would make this commute impossible! eliminating the G2, D2 and D6 bus routes would disproportionately impact low-wage earners that work	Bus Service
down to Wisconsin Ave. without some health issues. The 62, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships. Please do not cut the G2 routing to Georgetown University. This will impact my ability to get to work. I am a Georgetown University graduate student who is living in Columbia heights. Considering that my university has no metro station, no on-campus graduate housing for grad students and there is no shuttle service to columbia heights, I find the removal of G2 line as a student-hostile policy. I use this line 5 days a week. Since there is no alternative bus route proposed for Georgetown University students who live around the proximity of G2 line, I strongly disagree on this change. The G2, D2, D6, 31 and 33 routes are extremely important for accessibility in the Georgetown neighborhood. Many community members depend on these routes to travel into the greater DC area. Eliminating the routes would eliminate a large customer base. The WMATA public transportation network is an absolute joke in comparison to that of any mid-sized European or East Asian city, don?t make even it worse! Please keep the G2 Metrobus with service to Georgetown University's main gate. There is no metro that connects the University to DC, and it would be a terrible hardship for faculty, staff and students if the G2 bus is eliminated. Thank you for your consideration. Please don't shorten the 32/36 bus line service. I use it to access the 31/33 line and the proposed cuts would make this commute impossible!	Bus Service
down to Wisconsin Ave. without some health issues. The G2, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships. Please do not cut the G2 routing to Georgetown University. This will impact my ability to get to work. I am a Georgetown University graduate student who is living in Columbia heights. Considering that my university has no metro station, no on-campus graduate housing for grad students and there is no shuttle service to columbia heights, I find the removal of G2 line as a student-hostile policy. I use this line 5 days a week. Since there is no alternative bus route proposed for Georgetown University students who live around the proximity of G2 line, I strongly disagree on this change. The G2, D2, D6, 31 and 33 routes are extremely important for accessibility in the Georgetown neighborhood. Many community members depend on these routes to travel into the greater DC area. Eliminating the routes would eliminate a large customer base. The WMATA public transportation network is an absolute joke in comparison to that of any mid-sized European or East Asian city, don?t make even it worsel Please keep the G2 Metrobus with service to Georgetown University's main gate. There is no metro that connects the University to DC, and it would be a terrible hardship for faculty, staff and students if the G2 bus is eliminated. Thank you for your consideration. Please don?t shorten the 32/36 bus line service. I use it to access the 31/33 line and the proposed cuts would make this commute impossible! eliminating the G2, D2 and D6 bus routes would disproportionately impact low-wage earners that work to keep Georgetown University running behind the scenes (facilities, dining, transportation, etc). There lis no metro accessibility, very limited parking, and thousands of workers rely on these public transit	Bus Service
down to Wisconsin Ave. without some health issues. The G2, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships. Please do not cut the G2 routing to Georgetown University. This will impact my ability to get to work. I am a Georgetown University graduate student who is living in Columbia heights. Considering that my university has no metro station, no on-campus graduate housing for grad students and there is no shuttle service to columbia heights, I find the removal of G2 line as a student-hostile policy. I use this line 5 days a week. Since there is no alternative bus route proposed for Georgetown University students who live around the proximity of G2 line, I strongly disagree on this change. The G2, D2, D6, 31 and 33 routes are extremely important for accessibility in the Georgetown neighborhood. Many community members depend on these routes to travel into the greater DC area. Eliminating the routes would eliminate a large customer base. The WMATA public transportation network is an absolute joke in comparison to that of any mid-sized European or East Asian city, don?t make even it worse! Please keep the G2 Metrobus with service to Georgetown University's main gate. There is no metro that connects the University to DC, and it would be a terrible hardship for faculty, staff and students if the G2 bus is eliminated. Thank you for your consideration. Please don?t shorten the 32/36 bus line service. I use it to access the 31/33 line and the proposed cuts would make this commute impossible! eliminating the G2, D2 and D6 bus routes would disproportionately impact low-wage earners that work to keep Georgetown University running behind the scenes (facilites, dining, transportation, etc). There is no metro accessibility, very limited parking, and thousands of workers rely on these public transit options.	Bus Service
down to Wisconsin Ave. without some health issues. The G2, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships. Please do not cut the G2 routing to Georgetown University. This will impact my ability to get to work. I am a Georgetown University graduate student who is living in Columbia heights. Considering that my university has no metro station, no on-campus graduate housing for grad students and there is no shuttle service to columbia heights, I find the removal of G2 line as a student-hostile policy. I use this line 5 days a week. Since there is no alternative bus route proposed for Georgetown University students who live around the proximity of G2 line, I strongly disagree on this change. The G2, D2, D6, 31 and 33 routes are extremely important for accessibility in the Georgetown neighborhood. Many community members depend on these routes to travel into the greater DC area. Eliminating the routes would eliminate a large customer base. The WMATA public transportation network is an absolute joke in comparison to that of any mid-sized European or East Asian city, don?t make even it worse! Please keep the G2 Metrobus with service to Georgetown University's main gate. There is no metro that connects the University to DC, and it would be a terrible hardship for faculty, staff and students if the G2 bus is eliminated. Thank you for your consideration. Please don?t shorten the 32/36 bus line service. I use it to access the 31/33 line and the proposed cuts would make this commute impossible! eliminating the G2, D2 and D6 bus routes would disproportionately impact low-wage earners that work to keep Georgetown University running behind the scenes (facilities, dining, transportation, etc). There is no metro accessibility, very limited parking, and thousands of workers rely on these public transit options to make it possible to wo	Bus Service
down to Wisconsin Ave. without some health issues. The G2, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships. Please do not cut the G2 routing to Georgetown University. This will impact my ability to get to work. I am a Georgetown University graduate student who is living in Columbia heights. Considering that my university has no metro station, no on-campus graduate housing for grad students and there is no shuttle service to columbia heights, I find the removal of G2 line as a student-hostile policy. I use this line 5 days a week. Since there is no alternative bus route proposed for Georgetown University students who live around the proximity of G2 line, I strongly disagree on this change. The G2, D2, D6, 31 and 33 routes are extremely important for accessibility in the Georgetown neighborhood. Many community members depend on these routes to travel into the greater DC area. Eliminating the routes would eliminate a large customer base. The WMATA public transportation network is an absolute joke in comparison to that of any mid-sized European or East Asian city, don?t make even it worse! Please keep the G2 Metrobus with service to Georgetown University's main gate. There is no metro that connects the University to DC, and it would be a terrible hardship for faculty, staff and students if the G2 bus; eliminated. Thank you for your consideration. Please don?t shorten the 32/36 bus ine service. I use it to access the 31/33 line and the proposed cuts would make this commute impossible! eliminating the G2, D2 and D6 bus routes would disproportionately impact low-wage earners that work to keep Georgetown University running behind the scenes (facilities, dining, transportation, etc). There is no metro accessibility, very limited parking, and thousands of workers rely on these public transit options to make it possible to work	Bus Service
down to Wisconsin Ave. without some health issues. The G2, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships. Please do not cut the G2 routing to Georgetown University. This will impact my ability to get to work. I am a Georgetown University graduate student who is living in Columbia heights. Considering that my university has no metro station, no on-campus graduate housing for grad students and there is no shuttle service to columbia heights, I find the removal of G2 line as a student-hostile policy. I use this line 5 days a week. Since there is no alternative bus route proposed for Georgetown University students who live around the proximity of G2 line, I strongly disagree on this change. The G2, D2, D6, 31 and 33 routes are extremely important for accessibility in the Georgetown neighborhood. Many community members depend on these routes to travel into the greater DC area. Eliminating the routes would eliminate a large customer base. The WMATA public transportation network is an absolute joke in comparison to that of any mid-sized European or East Asian city, don?t make even it worse! Please keep the G2 Metrobus with service to Georgetown University's main gate. There is no metro that connects the University to DC, and it would be a terrible hardship for faculty, staff and students if the G2 bus is eliminated. Thank you for your consideration. Please don?t shorten the 32/36 bus line service. I use it to access the 31/33 line and the proposed cuts would make this commute impossible! eliminating the G2, D2 and D6 bus routes would disproportionately impact low-wage earners that work to keep Georgetown University running behind the scenes (facilities, dining, transportation, etc). There is no metro accessibility, very limited parking, and thousands of workers rely on these public transit options to make it possible to wo	Bus Service
down to Wisconsin Ave. without some health issues. The G2, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships. Please do not cut the G2 routing to Georgetown University. This will impact my ability to get to work. I am a Georgetown University graduate student who is living in Columbia heights. Considering that my university has no metro station, no on-campus graduate housing for grad students and there is no shuttle service to columbia heights, I find the removal of G2 line as a student-hostile policy. I use this line 5 days a week. Since there is no alternative bus route proposed for Georgetown University students who live around the proximity of G2 line, I strongly disagree on this change. The G2, D2, D6, 31 and 33 routes are extremely important for accessibility in the Georgetown neighborhood. Many community members depend on these routes to travel into the greater DC area. Eliminating the routes would eliminate a large customer base. The WMATA public transportation network is an absolute joke in comparison to that of any mid-sized European or East Asian city, don?t make even it worse! Please keep the G2 Metrobus with service to Georgetown University's main gate. There is no metro that connects the University to DC, and it would be a terrible hardship for faculty, staff and students if the G2 bus is eliminated. Thank you for your consideration. Please don?t shorten the 32/36 bus line service. I use it to access the 31/33 line and the proposed cuts would make this commute impossible! eliminating the G2, D2 and D6 bus routes would disproportionately impact low-wage earners that work to keep Georgetown University running behind the scenes (facilities, dining, transportation, etc). There is no metro accessibility, very limited parking, and thousands of workers rely on these public transit options to make it possible to wo	Bus Service
down to Wisconsin Ave. without some health issues. The G2, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships. Please do not cut the G2 routing to Georgetown University. This will impact my ability to get to work. I am a Georgetown University graduate student who is living in Columbia heights. Considering that my university has no metro station, no on-campus graduate housing for grad students and there is no shuttle service to columbia heights, I find the removal of G2 line as a student-hostile policy. I use this line 5 days a week. Since there is no alternative bus route proposed for Georgetown University students who live around the proximity of G2 line, I strongly disagree on this change. The G2, D2, D5, 31 and 33 routes are extremely important for accessibility in the Georgetown neighborhood. Many community members depend on these routes to travel into the greater DC area. Eliminating the routes would eliminate a large customer base. The WMATA public transportation network is an absolute joke in comparison to that of any mid-sized European or East Asian city, don?t make even it worse! Please keep the G2 Metrobus with service to Georgetown University's main gate. There is no metro that connects the University to DC, and it would be a terrible hardship for faculty, staff and students if the G2 bus is eliminated. Thank you for your consideration. Please don?t shorten the 32/36 bus line service. I use it to access the 31/33 line and the proposed cuts would make this commute impossible! diminating the G2, D2 and D6 bus routes would disproportionately impact low-wage earners that work to keep Georgetown University running behind the scenes (facilities, dining, transportation, etc). There is no metro accessibility, very limited parking, and thousands of workers rely on these public transit options to make it possible to wor	Bus Service
down to Wisconsin Ave. without some health issues. The G2, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships. Please do not cut the G2 routing to Georgetown University. This will impact my ability to get to work. I am a Georgetown University graduate student who is living in Columbia heights. Considering that my university has no metro station, no on-campus graduate housing for grad students and there is no shuttle service to columbia heights, I find the removal of G2 line as a student-hostile policy. I use this line 5 days a week. Since there is no alternative bus route proposed for Georgetown University students who live around the proximity of G2 line, I strongly disagree on this change. The G2, D2, D6, 31 and 33 routes are extremely important for accessibility in the Georgetown neighborhood. Many community members depend on these routes to travel into the greater DC area. Eliminating the routes would eliminate a large customer base. The WMATA public transportation network is an absolute joke in comparison to that of any mid-sized European or East Asian city, don?t make even it worse! Please keep the G2 Metrobus with service to Georgetown University's main gate. There is no metro that connects the University to DC, and it would be a terrible hardship for faculty, staff and students if the G2 bus; eliminated. Thank you for your consideration. Please don?t shorten the 32/36 bus line service. I use it to access the 31/33 line and the proposed cuts would make this commute impossible! eliminating the G2, D2 and D6 bus routes would disproportionately impact low-wage earners that work to keep Georgetown University running behind the scenes (facilities, dining, transportation, etc). There is no metro accessibility, very limited parking, and thousands of workers rely on these public transit options to make it possible to work	Bus Service
down to Wisconsin Ave. without some health issues. The G2, 31, 33, D2, and D6 are vital metrobus lines for connecting the Georgetown community with the rest of DC without having to pay for expensive ubers. Students rely on these bus lines to get to their workplace and internships. Please do not cut the G2 routing to Georgetown University. This will impact my ability to get to work. I am a Georgetown University graduate student who is living in Columbia heights. Considering that my university has no metro station, no on-campus graduate housing for grad students and there is no shuttle service to columbia heights, I find the removal of G2 line as a student-hostile policy. I use this line 5 days a week. Since there is no alternative bus route proposed for Georgetown University students who live around the proximity of G2 line, I strongly disagree on this change. The G2, D2, D6, 31 and 33 routes are extremely important for accessibility in the Georgetown neighborhood. Many community members depend on these routes to travel into the greater DC area. Eliminating the routes would eliminate a large customer base. The WMATA public transportation network is an absolute joke in comparison to that of any mid-sized European or East Asian city, don?t make even it worse! Please keep the G2 Metrobus with service to Georgetown University's main gate. There is no metro that connects the University to DC, and it would be a terrible hardship for faculty, staff and students if the G2 bus is eliminated. Thank you for your consideration. Please don?t shorten the 32/36 bus line service. I use it to access the 31/33 line and the proposed cuts would make this commute impossible! eliminating the G2, D2 and D6 bus routes would disproportionately impact low-wage earners that work to keep Georgetown University running behind the scenes (facilities, dining, transportation, etc). There is no metro accessibility, very limited parking, and thousands of workers rely on these public transit options to make it possible to wo	Bus Service

Comment	Category
Metro is one of Washington DC's most valuable assets, and while I understand the difficulties of budge	t
shortfalls and fare avoidance, increasing fares / decreasing service is a poor choice. Millions of people	
rely upon the districts busses and metro services. Other transportation options (like automobiles)	
should have the absolute lowest priority in terms of funding for the sake of Metro's continued success.	
D2, D6 & G2 are essential to accessing the Georgetown neighborhood. Many including myself ride ther	
every day.	Bus Service
Eliminating the G2 would completely cut off any form of public transportation to Georgetown	Rue Service
University and to employees who rely on Metro to get to work. Please do not do this.	Bus Service
Please do not eliminate the G2 metrobus. Georgetown is already so inaccessible, that would be a huge	Due Comies
loss. I do not have a car and relocated recently to be closer to many of the bus lines currently under	Bus Service
consideration for termination. These changes would be disastrous for me and many others who believe	
in and use public transportation. I am particularly upset to hear that you are considering getting rid of	
the G2 given Georgetown?s extant lack of any other public transport options. I work at GU and this line	
makes my life much easier and connects the students to the larger city.	Bus Service
For working families without personal vehicles, the affordability of the metro system as well as its	
frequent service are essential. Limiting service to lesser used routes is heavily preferred over increasing	
fares which are already expensive for families crossing the metro area.	Bus Service
I am specifically concerned about elimination of the D6 route. Please do not make budget cuts that	
compromise the long-term sustainability of the metrobus and metrorail systems. Ensure that	
preventative maintenance occurs, even if it means fare increases. Focus fare increases on rail service	
instead of bus service.	Operating Budget, Management and Spending
metrobus line are essential for workers	Bus Service
Current proposals severely limit Georgetown University's metrobus access which is severely needed,	
particularly on the backside of campus where the hospital and D6 route is. Eliminating this route will	
leave no viable alternatives for these individuals.	Bus Service
Cutting service for G2, D2, and D6 would further the inaccessibility of Georgetown, especially to its low	
income students who rely on these routes for transportation services. Additionally, they are vital for	
community use for daily necessities, from commuting to work to utility for errands in the face of rising	
rideshare prices.	Bus Service
Elimination of the G2 route would completely cut off Georgetown students from accessing public	
transportation. With no metro stop and the closest bus stops being a 15 minute walk away, many	
students would be forced to not use public transportation and instead opt for Uber. Furthermore,	
elimination of the route will make it incredibly difficult for workers to make it to campus. Many GU	
workers take the G2 from the DuPont metro stop to campus.	Bus Service
The G2 serves a unique route that is important for many visitors to the Georgetown neighborhood. I	
am a regular user and notice that it is often well used in the morning and evening rushes. Elimination of	f
this route would make my significant commute more complicated.	Bus Service
By eliminating the G2, D2, and D6 metrobus lines you are creating absolute inaccessibility to the	
Georgetown neighborhood and Georgetown University. As a disabled member of the D.C community	
that relies on these bus routes to get to school and around the city, My, and others like me, lives' woul	
be severely hindered. By eliminating these routes, you effectively are eliminating the ability of all	
persons with or without disabilities to access the university and city we all live in and attend.	Bus Service
DO NOT GET RID OF G2 BUS ROUTE ONLY ACCESS FOR GEORGETOWN STUDENTS!	Bus Service
I think that it makes sense to make service cuts in places where there are other public transportation	
options available, such as places where the Metro (rail) can serve the same purpose. However, I think in	
is unfair to cut bus service to places where there are no other public transportation options. These	
proposed changes would cut off nearly every bus service available to me in my home in Glover Park,	
and I would have no way to get to other parts of the city via public transit because there is no Metro	
stop in the Glover Park nor Georgetown area.	Bus Service
There aren't many buses going through the Georgetown neighborhood. The G2, D2, D6, 31, and 33 are	
essential. These routes are essential especially since there is no metro station in Georgetown.	
Eliminating these routes will make it more difficult to get into and out of the Georgetown	
neighborhood. I take the G2 to and from work. The bus is always full to the brim during rush hour.	
Eliminating this will affect so many people's ability to move around the city. Do not eliminate the	Bus Service
Georgetown University Staff use the G2 bus line to get work every day. Fare evasion is rampant on this	
route. Elimination of the line may create hardship getting to work, including for myself. I propose you	
eliminate the line on the weekend only if you need to reduce cost.	Bus Service
I use MetroBus to travel between Georgetown University and Dupont Circle Metro Station. The	
elimination of the G2 Route would be very disappointing and frustrating.	Bus Service
G2 bus is crucial connection to georgetown	Bus Service
Cutting service and increasing price will further drive metro into the ground. I ADORE WMATA and the	
wide accessibility of services. They are an essential public good that people rely on heavily. We need to	
encourage wider use.	MetroAccess
Please don?t remove the G2!! It?s essential for georgetown students who don?t have a metro stop	
nearby.	Bus Service
Georgetown University is one of the largest employers in DC. It's already incredibly isolated from the	
rest of the District, making it a very challenging place for employees to commute and encouraging	
students to engage with the community around them. Eliminating the G2 would further isolate and	
make the University less accessible.	Bus Service
Just don?t rise out Georgetown university stops - if anything increasing them to foggy bottom and	
DuPont circle would be great.	Bus Service
I am a Georgetown grad student who works part time in Capitol Hill neighborhood. I rely heavily on the	
D2/D6 line to take me to DuPont metro stop so I can get to work. I also use the G2 to get to campus	
regularly. The proposed route cuts would negatively impact my daily commute to work and school. I	
literally would not be able to make my schedule work without these bus schedules. In fact Georgetown	
would be completely cut off from all public transit were these bus lines to be cut. So many graduate	Due Contine
students rely on these lines. Please do not cut them.	Bus Service
These changes will seriously impact my ability to get to work and school. Please, please reconsider	Due Carrier
removing these routes - it will absolutely impact my quality of life.	Bus Service
I am very sad to see the proposed service cuts, as public transport is much more environmentally	
friendly and making it more inconvenient only pushes more cars to come into the city. I am	Dur Conice
friendly and making it more inconvenient only pushes more cars to come into the city. I am disappointed by this gutting of the public transit and want the current services to still be provided.	Bus Service
friendly and making it more inconvenient only pushes more cars to come into the city. I am disappointed by this gutting of the public transit and want the current services to still be provided. I'm sure there's a way to cut costs without increasing fares OR cutting out routes. I am particularly	Bus Service
friendly and making it more inconvenient only pushes more cars to come into the city. I am disappointed by this gutting of the public transit and want the current services to still be provided. I'm sure there's a way to cut costs without increasing fares OR cutting out routes. I am particularly concerned about the proposed revisions to the G2 route, for it's the only bus that comes within 4	Bus Service
friendly and making it more inconvenient only pushes more cars to come into the city. I am disappointed by this gutting of the public transit and want the current services to still be provided. I'm sure there's a way to cut costs without increasing fares OR cutting out routes. I am particularly concerned about the proposed revisions to the G2 route, for it's the only bus that comes within 4 blocks of the Georgetown campus, which makes getting to campus already difficult for someone (like	
friendly and making it more inconvenient only pushes more cars to come into the city. I am disappointed by this gutting of the public transit and want the current services to still be provided. I'm sure there's a way to cut costs without increasing fares OR cutting out routes. I am particularly concerned about the proposed revisions to the G2 route, for it's the only bus that comes within 4 blocks of the Georgetown campus, which makes getting to campus already difficult for someone (like me) who cannot afford to live in the neighborhood.	Bus Service
friendly and making it more inconvenient only pushes more cars to come into the city. I am disappointed by this gutting of the public transit and want the current services to still be provided. I'm sure there's a way to cut costs without increasing fares OR cutting out routes. I am particularly concerned about the proposed revisions to the G2 route, for it's the only bus that comes within 4 blocks of the Georgetown campus, which makes getting to campus already difficult for someone (like me) who cannot afford to live in the neighborhood. Don't cut the G2, it's the only way efficient way to get to school	Bus Service Bus Service
friendly and making it more inconvenient only pushes more cars to come into the city. I am disappointed by this gutting of the public transit and want the current services to still be provided. I'm sure there's a way to cut costs without increasing fares OR cutting out routes. I am particularly concerned about the proposed revisions to the G2 route, for it's the only bus that comes within 4 blocks of the Georgetown campus, which makes getting to campus already difficult for someone (like me) who cannot afford to live in the neighborhood.	Bus Service Bus Service

Comment	Category
G2 is a critical bus route to Georgetown University, which is the second largest private employer in the	
city of DC. Cutting this important bus route to an area of DC that has no metro access would be a huge	
mistake and negatively affect thousands of Georgetown University employers, as well as third-party	
vendors and visitors to the area.	Bus Service
Eliminating the D6 and D2 routes to Georgetown Medical Center will cause many students to be limited	Pur Convico
on how they get to the medical campus from downtown or dupont circle quicker.	Bus Service
I think Metro should focus on curbing fare evasion. I feel like fare hikes, in a way, would mean that the people who pay the fare subsidize those who don't. Related to decreasing frequency of services - I have	
found that the next bus information displayed at bus stops is highly inaccurate. 'Arriving now' doesn't	
usually mean that. Oftentimes I would see the arrival time move from, say, 2 minutes, to 7 minutes and	
then back down to 3 minutes. Decreasing bus frequency would not help with the situation. If I miss a	
bus because the ETA info is wrong, it will then be a miserable 30 minutes of waiting for another bus.	Bus Service
Appealing to please not cut the G2. There are few options to gain access to Georgetown and	
Georgetown University. The G2 is vital to many Georgetown University employees with personal	
transportation and insufficient means to pay the exhorbanant parking fees. More cars crossing Key	
Bridge, going up/down Mass Ave and Wisc Ave will add to the chokehold traffic already experiences	
during rush hour. The University has thousands of employees who work non-traditional hours, and	
students from all over the DMV who need rely on the G2 to make a living and complete their studies.	
The wealth of that specific community doesn't mean the low-wage employee does not rely on the G2	
service for daily survival to care for their family. Thank you.	Fares/Fees/Parking
Please do not eliminate the G2. Metro service to Georgetown is already slim, and the G2 is the primary	
way I get to the neighborhood. Otherwise, my only option is Uber.	Bus Service
It?s completely irresponsible to cut the Georgetown, Glover Park and Foxhall lines, considering	
students live in these areas without cars!	Bus Service
You all need to install all of the new fare gates and step up enforcement before raising fares!! I am so	
tired of paying my fare and watching hundreds of people skip the fare gates. Yes, I know you say this is	
less than 2% of the shortfall, but Metro has greatly frustrated your riders by being so slow to do anything about it. I've only ever seen one Metro cop at faregates in all of my travels on Metro, and so I	
don't buy that you all are doing everything that you can, plus the rollout of the new fare gates are	
going so slow, they really shouldn't be taking this long. From an optics standpoint, no fare hikes until	
you actually get people to start paying their own way.	Fares/Fees/Parking
The G2 is my sole transportation to work	Bus Service
The G2's service is essential, connecting students and workers at Georgetown University with other	
Metrobus and Metro routes. Without it, access to the rest of DC becomes really difficult, especially	
since there is no Metro station near Georgetown. Please do not eliminate the G2!	Bus Service
The georgetown university community values having busses near us and uses them all the time!	Bus Service
Please please don't get rid of the G2 bus route. Additionally, please don't cut get rid of the D2 or D6 bus	
lines either. I use the G2 line at least once a week. The Georgetown community is already so	
inaccessible and cut off from the rest of the city, and getting rid of this route would completely cut us	
off. There are no other options for public transportation from Georgetown other than this one bus	
route. Without it, I would have to walk longer than 40 minutes to the nearest Metro station. I use the	
G2 for commuting, shopping, and any time I have to go anywhere in Washington, DC. I can't afford	
rideshares or a car, so if I didn't have this bus route, I would be completely trapped in the Georgetown	
I need more access to Georgetown, and connect it to the capitol area!	Bus Service
Please don't eliminate the Georgetown University stop	Bus Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing	Bus Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to	
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic	Bus Service Rail Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I	Rail Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer.	
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from	Rail Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from downtown. Eliminating the weekend service would force me and my family to drive or use	Rail Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from	Rail Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from downtown. Eliminating the weekend service would force me and my family to drive or use taxi/rideshares to get downtown on the weekend, which would be inconvenient, expensive, and bad	Rail Service Bus Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from downtown. Eliminating the weekend service would force me and my family to drive or use tax/rideshares to get downtown on the weekend, which would be inconvenient, expensive, and bad for the environment.	Rail Service Bus Service Bus Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from downtown. Eliminating the weekend service would force me and my family to drive or use taxi/rideshares to get downtown on the weekend, which would be inconvenient, expensive, and bad for the environment. Contractors who don't work or have oversight is an issue.	Rail Service Bus Service Bus Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from downtown. Eliminating the weekend service would force me and my family to drive or use taxi/rideshares to get downtown on the weekend, which would be inconvenient, expensive, and bad for the environment. Contractors who don't work or have oversight is an issue. There is no point in increasing bus fair when almost no one pays for the services. Better enforcement of	Rail Service Bus Service Bus Service Miscellaneous
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from downtown. Eliminating the weekend service would force me and my family to drive or use taxi/rideshares to get downtown on the weekend, which would be inconvenient, expensive, and bad for the environment. Contractors who don't work or have oversight is an issue. There is no point in increasing bus fair when almost no one pays for the services. Better enforcement of current fair would heave much better results than increasing it to the 10% who pay I can?t count the number of times I see people not pay and bus drivers not doing anything about it. Increasing fares does nothing with all the fare evasion. Get real.	Rail Service Bus Service Bus Service Miscellaneous
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from downtown. Eliminating the weekend service would force me and my family to drive or use taxi/rideshares to get downtown on the weekend, which would be inconvenient, expensive, and bad for the environment. Contractors who don't work or have oversight is an issue. There is no point in increasing bus fair when almost no one pays for the services. Better enforcement of current fair would have much better results than increasing it to the 10% who pay I can?t count the number of times I see people not pay and bus drivers not doing anything about it.	Rail Service Bus Service Miscellaneous Bus Service Bus Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from downtown. Eliminating the weekend service would force me and my family to drive or use taxi/rideshares to get downtown on the weekend, which would be inconvenient, expensive, and bad for the environment. Contractors who don't work or have oversight is an issue. There is no point in increasing bus fair when almost no one pays for the services. Better enforcement of current fair would have much better results than increasing it to the 10% who pay I can?t count the number of times I see people not pay and bus drivers not doing anything about it. Increasing fares does nothing with all the fare evasion. Get real. It's already hard enough to commute to Georgetown via any Metro transportation. The G2 helps me get to main campus and bus 33 and D2 help me get around from our office in Wisconsin Avenue. The	Rail Service Bus Service Miscellaneous Bus Service Bus Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from downtown. Eliminating the weekend service would force me and my family to drive or use tax/rideshares to get downtown on the weekend, which would be inconvenient, expensive, and bad for the environment. Contractors who don't work or have oversight is an issue. There is no point in increasing bus fair when almost no one pays for the services. Better enforcement of current fair would how the better results than increasing it to the 10% who pay I can?t count the number of times I see people not pay and bus drivers not doing anything about it. Increasing fares does nothing with all the fare evasion. Get real. It's already hard enough to commute to Georgetown ia any Metro transportation. The G2 helps me get to main campus and bus 33 and D2 help me get around from our office in Wisconsin Avenue. The proposed changes would make it imposible to use public transportation for my commute from	Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from downtown. Eliminating the weekend service would force me and my family to drive or use taxi/rideshares to get downtown on the weekend, which would be inconvenient, expensive, and bad for the environment. Contractors who don't work or have oversight is an issue. There is no point in increasing bus fair when almost no one pays for the services. Better enforcement of current fair would have much better results than increasing it to the 10% who pay I can?t count the number of times I see people not pay and bus drivers not doing anything about it. Increasing fares does nothing with all the fare evasion. Get real. It's already hard enough to commute to Georgetown via any Metro transportation. The G2 helps me get to main campus and bus 33 and D2 help me get around from our office in Wisconsin Avenue. The proposed changes would make it impossible to use public transportation for my commute from Maryland.	Rail Service Bus Service Miscellaneous Bus Service Bus Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from downtown. Eliminating the weekend service would force me and my family to drive or use taxi/rideshares to get downtown on the weekend, which would be inconvenient, expensive, and bad for the environment. Contractors who don't work or have oversight is an issue. There is no point in increasing bus fair when almost no one pays for the services. Better enforcement of current fair would have much better results than increasing it to the 10% who pay I can't count the number of times I see people not pay and bus drivers not doing anything about it. Increasing fares does nothing with all the fare evasion. Get real. It's already hard enough to commute to Georgetown via any Metro transportation. The G2 helps me get to main campus and bus 33 and D2 help me get around from our office in Wisconsin Avenue. The proposed changes would make it impossible to use public transportation for my commute from Maryland. Do not get rid of the G2! It?s the only connection between Georgetown and the rest of the city. So	Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from downtown. Eliminating the weekend service would force me and my family to drive or use taxi/rideshares to get downtown on the weekend, which would be inconvenient, expensive, and bad for the environment. Contractors who don't work or have oversight is an issue. There is no point in increasing bus fair when almost no one pays for the services. Better enforcement of current fair would have much better results than increasing it to the 10% who pay I can?t count the number of times I see people not pay and bus drivers not doing anything about it. Increasing fares does nothing with all the fare evasion. Get real. It's already hard enough to commute to Georgetown via any Metro transportation. The G2 helps me get to main campus and bus 33 and D2 help me get around from our office in Wisconsin Avenue. The proposed changes would make it impossible to use public transportation for my commute from Maryland. Do not get rid of the G2! It?s the only connection between Georgetown and the rest of the city. So many students and employees would be stranded. It?s ridiculous to have an entire university be	Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic. Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from downtown. Eliminating the weekend service would force me and my family to drive or use taxi/rideshares to get downtown on the weekend, which would be inconvenient, expensive, and bad for the environment. Contractors who don't work or have oversight is an issue. There is no point in increasing bus fair when almost no one pays for the services. Better enforcement of current fair would have much better results than increasing it to the 10% who pay I can?t count the number of times I see people not pay and bus drivers not doing anything about it. Increasing fares does nothing with all the fare evasion. Get real. It's already hard enough to commute to Georgetown via any Metro transportation. The G2 helps me get to main campus and bus 33 and D2 help me get around from our office in Wisconsin Avenue. The proposed changes would make it impossible to use public transportation for my commute from Maryland. Do not get rid of the G2! It?s the only connection between Georgetown and the rest of the city. So many students and employees would be stranded. It?s ridiculous to have an entire university be completely disconnected from any public transit.	Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from downtown. Eliminating the weekend service would force me and my family to drive or use taxi/rideshares to get downtown on the weekend, which would be inconvenient, expensive, and bad for the environment. Contractors who don't work or have oversight is an issue. There is no point in increasing bus fair when almost no one pays for the services. Better enforcement of current fair would have much better results than increasing it to the 10% who pay I can't count the number of times I see people not pay and bus drivers not doing anything about it. Increasing fares does nothing with all the fare evasion. Get real. It's already hard enough to commute to Georgetown via any Metro transportation. The G2 helps me get to main campus and bus 33 and D2 help me get around from our office in Wisconsin Avenue. The proposed changes would make it impossible to use public transportation for my commute from Maryland. Do not get rid of the G2! It?s the only connection between Georgetown and the rest of the city. So many students and employees would be stranded. It?s ridiculous to have an entire university be completely disconnected from any public transit. I think that reducing service would eally harm the city and serve as a barrier to people going out and	Rail Service Bus Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from downtown. Eliminating the weekend service would force me and my family to drive or use taxi/rideshares to get downtown on the weekend, which would be inconvenient, expensive, and bad for the environment. Contractors who don't work or have oversight is an issue. There is no point in increasing bus fair when almost no one pays for the services. Better enforcement of current fair would have much better results than increasing it to the 10% who pay I can?t count the number of times I see people not pay and bus drivers not doing anything about it. Increasing bars does nothing with all the fare evasion. Get real. It's already hard enough to commute to Georgetown via any Metro transportation. The G2 helps me get to main campus and bus 33 and D2 help me get around from our office in Wisconsin Avenue. The proposed changes would make it impossible to use public transportation for my commute from Maryland. Do not get rid of the G2! It?s the only connection between Georgetown and the rest of the city. So many students and employees would be stranded. It?s ridiculous to have an entire university be completely disconnected from any public transit.	Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from downtown. Eliminating the weekend service would force me and my family to drive or use taxi/rideshares to get downtown on the weekend, which would be inconvenient, expensive, and bad for the environment. Contractors who don't work or have oversight is an issue. There is no point in increasing bus fair when almost no one pays for the services. Better enforcement of current fair would have much better results than increasing it to the 10% who pay I can?t count the number of times I see people not pay and bus drivers not doing anything about it. Increasing fares does nothing with all the fare evasion. Get real. It's already hard enough to commute to Georgetown van detro transportation. The G2 helps me get to main campus and bus 33 and D2 help me get around from our office in Wisconsin Avenue. The proposed changes would make it impossible to use public transportation for my commute from Maryland. Do not get rid of the G2! It?s the only connection between Georgetown and the rest of the city. So many students and employees would suck so bad please don't DC/Metro shouldn?t be close to thinking about cuting service but radically expanding it. DC traffic is	Rail Service Bus Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from downtown. Eliminating the weekend service would force me and my family to drive or use taxi/rideshares to get downtown on the weekend, which would be inconvenient, expensive, and bad for the environment. Contractors who don't work or have oversight is an issue. There is no point in increasing bus fair when almost no one pays for the services. Better enforcement of current fair would have much better results than increasing it to the 10% who pay I can?t count the number of times I see people not pay and bus drivers not doing anything about it. Increasing fares does nothing with all the fare evaion. Get real. It's already hard enough to commute to Georgetown via any Metro transportation. The G2 helps me get to main campus and bus 33 and D2 help me get around from our office in Wisconsin Avenue. The proposed changes would make it impossible to use public transportation for my commute from Maryland. Do not get rid of the G2! It?s the only connection between Georgetown and the rest of the city. So many students and employees would be stranded. It?s ridiculous to have an entire university be completely disconnected from any public transit. I think that reducing service would really harm the city and serve as a barrier to people going out and supporting local DC businesses. It would suck so bad please don't DC/Metro shouldn? the close to thinking about that can be. BRT lines must be implemented across the	Rail Service Bus Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from downtown. Eliminating the weekend service would force me and my family to drive or use taxi/rideshares to get downtown on the weekend, which would be inconvenient, expensive, and bad for the environment. Contractors who don't work or have oversight is an issue. There is no point in increasing bus fair when almost no one pays for the services. Better enforcement of current fair would have much better results than increasing it to the 10% who pay I can?t count the number of times I see people not pay and bus drivers not doing anything about it. Increasing fares does nothing with all the fare evasion. Get real. E's already hard enough to commute to Georgetown via any Metro transportation. The G2 helps me get to main campus and bus 33 and D2 help me get around from our office in Wisconsin Avenue. The proposed changes would make it impossible to use public transportation for my commute from Maryland. Do not get rid of the G2! It?s the only connection between Georgetown and the rest of the city. So many students and employees would be stranded. It?s ridiculous to have an entire university be completely disconnected from any public transit. I think that reducing service would really harm the city and serve as a barrier to people going out and supporting local DC businesses. It would suck so bad please don't DC/Metro shouldn? to close to thinking about cutting service but radically expanding it. DC traffic is horrific, and more transit is the only thing that can help. BRT lines must be implemented across the city, and a new metro line going	Rail Service Bus Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from downtown. Eliminating the weekend service would force me and my family to drive or use taxi/rideshares to get downtown on the weekend, which would be inconvenient, expensive, and bad for the environment. Contractors who don't work or have oversight is an issue. There is no point in increasing bus fair when almost no one pays for the services. Better enforcement of current fair would have much better results than increasing it to the 10% who pay I can?t count the number of times I see people not pay and bus drivers not doing anything about it. Increasing fares does nothing with all the fare evaion. Get real. It's already hard enough to commute to Georgetown via any Metro transportation. The G2 helps me get to main campus and bus 33 and D2 help me get around from our office in Wisconsin Avenue. The proposed changes would make it impossible to use public transportation for my commute from Maryland. Do not get rid of the G2! It?s the only connection between Georgetown and the rest of the city. So many students and employees would be stranded. It?s ridiculous to have an entire university be completely disconnected from any public transit. I think that reducing service would really harm the city and serve as a barrier to people going out and supporting local DC businesses. It would suck so bad please don't DC/Metro shouldn?t be close to thinking about cutting service but radically expanding it. DC traffic is horific, and more transit is the only thong the can help. BRT lines must be indided. I always see crowding on 5 buses along 16th str	Rail Service Bus Service Miscellaneous Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Capital Budget
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from downtown. Eliminating the weekend service would force me and my family to drive or use taxi/rideshares to get downtown on the weekend, which would be inconvenient, expensive, and bad for the environment. Contractors who don't work or have oversight is an issue. There is no point in increasing bus fair when almost no one pays for the services. Better enforcement of current fair would have much better results than increasing it to the 10% who pay I can?t count the number of times I see people not pay and bus drivers not doing anything about it. Increasing fares does nothing with all the fare evasion. Get real. It's already hard enough to commute to Georgetown via any Metro transportation. The G2 helps me get to main campus and bus 33 and D2 help me get around from our office in Wisconsin Awenue. The proposed changes would make it impossible to use public transportation for my commute from Maryland. Do not get rid of the G2! It?s the only connection between Georgetown and the rest of the city. So many students and employees would be stranded. It?s ridiculous to have an entire university be completely disconnected from any public transit. I think that reducing service would really harm the city and serve as a barrier to people going out and supporting local DC businesses. It would suck so bad please don't DC/Metro shouldn?t be close to thinking about cutting service but radically expanding it. DC traffic is horrific, and more transit is the only thing that can help. BRT lines must be implemented across the city, and a new metro l	Rail Service Bus Service Capital Budget Bus Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from downtown. Eliminating the weekend service would force me and my family to drive or use taxi/rideshares to get downtown on the weekend, which would be inconvenient, expensive, and bad for the environment. Contractors who don't work or have oversight is an issue. There is no point in increasing bus fair when almost no one pays for the services. Better enforcement of current fair would have much better results than increasing it to the 10% who pay I can?t count the number of times I see people not pay and bus drivers not doing anything about it. Increasing fares does nothing with all the fare evasion. Get real. It's already hard enough to commute to Georgetown via any Metro transportation. The G2 helps me get to main campus and bus 33 and D2 help me get around from our office in Wisconsin Avenue. The proposed changes would make it impossible to use public transportation for my commute from Maryland. Do not get rid of the G2! It?s the only connection between Georgetown and the rest of the city. So many students and employees would be stranded. It?s ridiculous to have an entire university be completely disconnected from any public transit. I think that reducing service would suck so bad please don't DC/Metro shouldn?t be close to thinking about tardically expanding it. DC traffic is shorrific, and more transit is the only thing that can help. BRT lines must be implemented across the city, and a new metro line going through Georgetown must be added. I always see crowding on 5 buses along 16th street and cutting S2 service will contribute	Rail Service Bus Service Miscellaneous Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Capital Budget
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from downtown. Eliminating the weekend service would force me and my family to drive or use taxi/rideshares to get downtown on the weekend, which would be inconvenient, expensive, and bad for the environment. Contractors who don't work or have oversight is an issue. There is no point in increasing bus fair when almost no one pays for the services. Better enforcement of current fair would have much better results than increasing it to the 10% who pay I can?t count the number of times I see people not pay and bus drivers not doing anything about it. Increasing fares does nothing with all the fare evasion. Get real. It's already hard enough to commute to Georgetown via any Metro transportation. The G2 helps me get to main campus and bus 33 and D2 help me get around from our office in Wisconsin Avenue. The proposed changes would make it impossible to use public transportation for my commute from MAaryland. Do not get rid of the G2! It?s the only connection between Georgetown and the rest of the city. So many students and employees would be stranded. It?s ridiculous to have an entire university be completely disconnected from any public transit. Dt/Metro shouldn? the close to thinking about cutting service but radically expanding it. DC traffic is horrific, and more transit is the only thing that can help. BRT lines must be implemented across the city, and a new metro line going through Georgetown must be added. I always see crowding on S buses along 16th street and cutting S2 service will contribute to that. Please also keep the 42,43 runnin	Rail Service Bus Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from downtown. Eliminating the weekend service would force me and my family to drive or use taxi/rideshares to get downtown on the weekend, which would be inconvenient, expensive, and bad for the environment. Contractors who don't work or have oversight is an issue. There is no point in increasing bus fair when almost no one pays for the services. Better enforcement of current fair would have much better results than increasing it to the 10% who pay I can?t count the number of times I see people not pay and bus drivers not doing anything about it. Increasing fares does nothing with all the fare evasion. Get real. It's already hard enough to commute to Georgetown via any Metro transportation. The G2 helps me get to main campus and bus 33 and D2 help me get around from our office in Wisconsin Avenue. The proposed changes would make it impossible to use public transportation for my commute from Maryland. Do not get rid of the G2! It?s the only connection between Georgetown and the rest of the city. So many students and employees would be stranded. It?s ridiculous to have an entire university be completely disconnected from any public transit. I think that reducing service would suck so bad please don't DC/Metro shouldn?t be close to thinking about tardically expanding it. DC traffic is shorrific, and more transit is the only thing that can help. BRT lines must be implemented across the city, and a new metro line going through Georgetown must be added. I always see crowding on 5 buses along 16th street and cutting S2 service will contribute	Rail Service Bus Service Capital Budget Bus Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from downtown. Eliminating the weekend service would force me and my family to drive or use taxi/rideshares to get downtown on the weekend, which would be inconvenient, expensive, and bad for the environment. Contractors who don't work or have oversight is an issue. There is no point in increasing bus fair when almost no one pays for the services. Better enforcement of current fair would have much better results than increasing it to the 10% who pay I can?t count the number of times I see people not pay and bus drivers not doing anything about it. Increasing fares does nothing with all the fare evasion. Get real. It's already hard enough to commute to Georgetown via any Metro transportation. The G2 helps me get to main campus and bus 33 and D2 help me get around from our office in Wisconsin Avenue. The proposed changes would make it impossible to use public transportation for my commute from Maryland. Do not get rid of the G2! It?s the only connection between Georgetown and the rest of the city. So many students and employees would be stranded. It?s ridiculous to have an entire university be completely disconnected from any public transit. I think that reducing service would really harm the city and serve as a barrier to people going out and supporting local DC businesses. It would suck so bad please don't DC/Metro shouldn?t be close to thinking about cutting service but radically expanding it. DC traffic is horific, and more transit is the only thing that can help. BRT lines must be implemented across the city, and a new metro line goin	Rail Service Bus Service
Reducing service will push people to not use metro rail which will translate in bigger deficits \$\$. Closing the stations with extreme low riders might be the solution. Regarding the silver line which connects to Dulles airport cutting service on this line will be catastrophic Eliminating the D2 D6 and G2 routes will pretty much eliminate bus service to Georgetown, which I would not prefer. I live in AU park, near the Maryland border. The N4 bus is my only remaining route to and from downtown. Eliminating the weekend service would force me and my family to drive or use taxi/rideshares to get downtown on the weekend, which would be inconvenient, expensive, and bad for the environment. Contractors who don't work or have oversight is an issue. There is no point in increasing bus fair when almost no one pays for the services. Better enforcement of current fair would have much better results than increasing it to the 10% who pay I can?t count the number of times I see people not pay and bus drivers not doing anything about it. Increasing fares does nothing with all the fare evaion. Get real. It's already hard enough to commute to Georgetown via any Metro transportation. The G2 helps me get to main campus and bus 33 and D2 help me get around from our office in Wisconsin Avenue. The proposed changes would make it impossible to use public transportation for my commute from Maryland. Do not get rid of the G2! It?s the only connection between Georgetown and the rest of the city. So many students and employees would be stranded. It?s ridiculous to have an entire university be completely disconnected from any public transit. I think that reducing service would really harm the city and serve as a barrier to people going out and supporting local DC businesses. It would suck so bad please don't DC/Metro shouldn? the close to thinking about targes revice but radically expanding it. DC traffic is horrific, and more transit is the only thing that can help. BRT lines must be implemented across the city, and a new metro line	Rail Service Bus Service

Comment	Category
Given the lack of MetroRail access to and lack of parking available at Georgetown University, it was be	
foolish to cut both G2 and D6 buses. This measure would create significant transportation issues for a	
number of students, faculty, and staff, particularly those who cannot afford to live closer. I say this for	
all those who rode the G2 and D6 buses with me these past few months. This morning, I rode the D6	
bus, and it was filled to the brim with passengers students, families, office workers just trying to reach their destination with less hassle and stress. Would you be willing to strand these groups? A weel	
ago, I rode the G2 bus and stood side-by-side the fellow riders, crammed into the space yet treating	
each other with the same empathy and kindness you would treat family. Again, they were students,	
families, and office workers. You are not simply impacting a commute; you are impacting the ability of	
an individual to make it home on-time to see their kids; you are impacting the long-commute workers	
who already have to wake up two and a half hours before work to get there in time; you are impacting	
the students that rely on public transportation to get to class, to receive an education; and, finally, you	
are impacting every disabled person who perhaps cannot walk to the next closest bus stop or can't	
afford an Uber. I implore you to consider the humans impacted by this decision, not the measly funds	
you may earn back. I know it is important to maintain funds, but this truly cannot be your only feasible	
solution. It simply goes against the entire purpose of the Metro, its entire mission. Thus, I encourage	
you to think wisely about this decision and consider the interests of your constituency.	Bus Service
This problem of a budget cut should not even be an issue, we are one of the only 'developed' nations	
that continuously has public service infrastructure funding cuts and inaccessibility. But, unfortunately,	
this is our situation, so to address the issue head on, do not take away any lines, but make do with the	
budget provided and increase fare prices.	Operating Budget, Management and Spending
I hope Metro will reconsider as this will affect many people's commutes.	Bus Service
Please keep G2 bus route	Bus Service
Public transportation will never be profitable and for God?s sake it doesn?t need to be. Allowing people	
to get to and from work easily and cheaply is good for the economy and good for society. Allowing	
people to easily visit their friends and family and explore their own town is a moral good. You should	Sandea Lavele
not decrease service, you should not raise prices, you should make public transit free for everyone. Cutting services from entire days, metro bus lines, and late hours will inevitably impact the people of	Service Levels
the DMV who need and rely on these services the most. While there may be minor adjustments that	
would allow for cost-saving, the burden of the WMATA budget cannot fall upon the working class	
families of the DMV. Political will must demand that the metro services are adequately funded, even at	
a net fiscal loss, because the purpose of public transportation is not profit, but public benefit.	Operating Budget, Management and Spending
The G2 is the only Metrobus that connects Georgetown with the DC larger area. As a Georgetown	
employee, I will not be able to efficiently get to campus using public transportation.	Bus Service
I mainly care about the G2 route because it is the most accessible way for Georgetown students to get	
out of the Georgetown neighborhood	Bus Service
G2 is literally Georgetown's only Metrobus stop so it would be devastating if it was eliminated since	
there already isn't a metro train station there. It's really convenient for Georgetown residents and	
students because it stops right in front of campus gates and runs more frequently and consistently than	
our campus buses which have very limited availability.	Bus Service
Eliminating the G2 route would take away one of the very few points of access through public	
transportation to Georgetown and would make the area increasingly difficult to access.	Bus Service
Please do not cut the 42/43! I use that route 99% of the time!!	Bus Service
PLEASE DO NOT GET RID OF THE D2 AND D6, AND PLEASE DON'T CHANGE THE ROUTE OF THE 33. AS	Due Camina
SOMEONE WHO LIVES IN GEORGETOWN, THESE ROUTES ARE MY LIFELINES. Please retain at least one bus route that goes to the Georgetown University campus	Bus Service Bus Service
	Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and Z7 line from that	Bus service
	Bus service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park & Ride Lot. I	Bus service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park & Ride Lot. I move here recently and I found out the it was a bus service around the corner from my Senior Complex	Bus service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Rikle Lot. I move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from	BUS SEIVILE
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park & Ride Lot. I move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30am to 6:30 pm on Monday thru Friday. From the South Laurel Park & Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot we Senior oh live	BUS SEIVICE
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Rikle Lot. I move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30 am to 16:30 pm on Monday thru Friday. From the South Laurel Park & Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot can it can lercel Park & Ride Lot weekday labo. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot weekday labo. Please if you cut the bus to go to the do our shopping and medical appointments as well and to	BUS SEIVICE
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park & Ride Lot. I move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:03 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot we Senior oh live close to the area we will be able to go to the do our shopping and medical appointments as well and tget on the Greenbelt line for a day out with friend and family. Please take in account what I am saying	
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park RRide Lot. I move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30am to 6:30 pm on Monday thru Friday. From the South Laurel Park & Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to greenbelt and from the South Laurel Park & Ride Lot we Senior oh live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you.	Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. I move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30 am to 6:30 pm on Monday thru Friday. From the South Laurel Park &Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot we Senior oh live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2.	
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park & Ride Lot. 1 move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekden. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30 am tol 6:30 pm on Monday thru Friday. From the South Laurel Park & Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot can or hive close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please do not eliminate the existing direct G2 Metrobus route to the Georgetown's front gates at 3700	Bus Service Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park RRIde Lot. I move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30 am to 6:30 pm on Monday thru Friday. From the South Laurel Park & Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot we Senior oh live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut 2. Please don to eliminate the existing direct G2 Metrobus route to the Georgetown's front gates at 3700 O St. NW. Working graduate students need this bus stop.	Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park RRide Lot. I move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30am to 6:30 pm on Monday thru Friday. From the South Laurel Park & Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot we Senior oh live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. Please don't cut G2. Please do not eliminate the existing direct G2 Metrobus route to the Georgetown's front gates at 3700 O St. NW. Working graduate students need this bus stop. I think the proposal makes some sense given that you all are not being properly funded. Hopefully	Bus Service Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. I move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30 am to 6:30 pm on Monday thru Friday. From the South Laurel Park Ridle Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park Ride Lot we Senior oh live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. Please don't cut G2. I think the proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. That being said I think one ought to consider two things. One, yall	Bus Service Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. I move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:03 am till 6:05 pm that on weekday lalso. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot twe Senior oh live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. Please don tot G2. I think the proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. Tha being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding provided. Do better. Two, I think	Bus Service Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Rolled Lt. I move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30 am to 6:30 pm on Monday thru Friday. From the South Laurel Park & Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot we Senior oh live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. Please do not eliminate the existing direct G2 Metrobus route to the Georgetown's front gates at 3700 O St. NW. Working graduate students need this bus stop. I think the proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. That being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding provided. Do better. Two, I think that metro ought to consider what its duties are. If it's more of a governmental role, implying access to	Bus Service Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. I move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:03 am till 6:05 pm that on weekday lalso. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot twe Senior oh live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. Please don tot G2. I think the proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. Tha being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding provided. Do better. Two, I think	Bus Service Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. I move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30 am to 6:30 pm on Monday thru Friday. From the South Laurel Park &Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot we Senior on live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. Please don't cut G2. Please don't cut G2. Please don't cut G2. Think the proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. That being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding provided. Do better. Two, I think that metro ought to consider what its duties are. If it's more of a governmental role, implying access to all to the service, then perhaps you need to lobby harder for funding or raise fares. If it's more of a	Bus Service Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. 1 move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekden. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30 am to 16:30 pm on Monday thru Friday. From the South Laurel Park & Ride Lot can it run from 6:05 am till 6:05 pm that on weekday lalso. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot can it run prom 6:05 am till 6:05 pm that on weekday lalso. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot weekday lalso. Please to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. Please don't cut G2. Please don't cut G2. Please don't cut G2. I think the proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. That being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding provided. Do better. Two, I think that metro ought to consider what its duties are. If it's more of a governental role, implying access to all to the service, then perhaps you need to lobby harder for funding rowided. Hopefully is more of a private business, then cutting lines is probably better. That being said I don't think cutting stations is a	Bus Service Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. I move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekdan. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:03 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot. I weekday lake the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please do not eliminate the existing direct G2 Metrobus route to the Georgetown's front gates at 3700 O St. NW. Working graduate students need this bus stop. I think the proposal makes some sense given that being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general waiting of funding provided. Do better. Two, I think that metro ought to consider what its duties are. If it's more of a governmental role, implying access to all to the service, then perhaps you need to lobby harder for funding or raise fares. If it's more of a great idea. It would definitely look bad and also I think the marginal cost of running a station is not thal	Bus Service Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. 1 move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekden. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30 am to 6:30 pm on Monday thru Friday. From the South Laurel Park & Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot we Senior on live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. Please do not eliminate the existing direct G2 Metrobus route to the Georgetown's front gates at 3700 O St. NW. Working graduate students need this bus stop. I think the proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. That being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding rovided. Do better. Two, I think that mer ought to consider what its duties are. If it's more of a governmental role, implying access to all to the service, then perhaps you need to lobby harder for funding or raise fares. If it's more of a private business, then cutting lines is probably better. That being said I don't think cutting astitions is a great idea. It would definitely look bad and also I think the marginal cost of running a station is not that high presumably. Like, I don't think that's where your savings	Bus Service Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Rilde Lot. I move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekdan. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:03 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot. I weekday lake the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please do not eliminate the existing direct G2 Metrobus route to the Georgetown's front gates at 3700 O St. NW. Working graduate students need this bus stop. I think the proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. That being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding provided. Do better. Two, I think that metro ought to consider what its duties are. If it's more of a governmental role, implying access to all to the service, then perhaps you need to lobby harder for funding or raise fares. If it's more of a great dues. It would definitely look bad and also I think the marginal cost of running a station is no that high presumably. Like, I don't think that's where your savings are, unless there's some gross mismanagement of funds going on. I don't think kutting routes is nceessarily a bad idea, but I do think reducing service and increasing fares is. Honestly our fare is prety expensive too. However I will not I like the expanded weekend times and I do think that's a good addition.	Bus Service Bus Service Bus Service Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. 1 move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30 am to 6:30 pm on Monday thru Friday. From the South Laurel Park &Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot awe senior on live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. Please don't cut G2. Please don't cut G2. Please don't cut G2. Please don't cut G2. Think the proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. That being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding provided. Do better. Two, I think that metro ought to consider what its duties are. If it's more of a povernmental role, implying access to all to the service, then perhaps you need to lobby harder for funding or raise fares. If it's more of a private business, then cutting lines is probably better. That being said I don't think cutting stations is a great idea. It would definitely look bad and also I think the marginal cost of running a station is not that high presumably. Like, I don't think that's where your savings are, unless there's some gross mismanagement of funds going on. I don't think cutting routes is necessarily a bad idea, but I do think reducing service and increasing fares is. Honestly our fare is pretty expensiv	Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. 1 move here recently and I found out the it was a bus service around the corner from my Senior Complex if you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30 am to 6:30 pm on Monday thru Friday. From the South Laurel Park Ridle Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot we Senior oh live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. Please don't cut G2. Please don't cut G2. Please don't cut G2. I think the proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. That being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding provided. Do better. Two, I think that metro ought to consider what its duties are. If it's more of a governmental role, implying access to all to the service, then perhaps you need to lobby harder for funding or raise fares. If it's more of a private business, then cutting lines is probably better. That being said I don't think cutting stations is a great idea. It would definitely look bad and also I think the marginal cost of running a station is not that high presumably. Like, I don't think that's where your savings are, unless three's some gross mismanagement of funds going on. I don't think kutting routes is necessarily a bad idea, but I do think reducing service and increasing fares is. Honestly our fare is pretty expensive too. However I wil	Bus Service Bus Service Bus Service Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. 1 move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekden. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30 am to 6:30 pm on Monday thru Friday. From the South Laurel Park & Ride Lot. 1 and the South Laurel Park & Ride Lot and it nun from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot we Senior on live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don te liminate the existing direct G2 Metrobus route to the Georgetown's front gates at 3700 O St. NW. Working graduate students need this bus stop. I think the proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. That being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding provided. Do better. Two, I think that metro ought to consider what its duties are. If it's more of a governmental role, implying access to all to the service, then perhaps you need to lobby harder for funding or raise fares. If it's more of a private business, then cutting lines is probably better. That being said I don't think cutting stations is a great idea. It would definitely look bad and also I think the marginal cost of running a station is not that high presumably. Like, I don't think that's where your savings are, unless there's some gross on mismanagement of funds going on . I don't think cutting routes is necessarily a bad i	Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. 1 move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30 am to 6:30 pm on Monday thru Friday. From the South Laurel Park &Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot awe senior on live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. Please don to eliminate the existing direct G2 Metrobus route to the Georgetown's front gates at 3700 O St. NW. Working graduate students need this bus stop. I think the proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. That being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding provided. Do better. Two, I think that metro ought to consider what its duties are. If it's more of a porvimental Tole, implying access to all to the service, then perhaps you need to lobby harder for funding or raise fares. If it's more of a private business, then cutting lines is probably better. That being said I don't think cutting a station is not that high presumably. Like, I don't think that's where your savings are, unless there's some gross mismanagement of funds going on. I don't think cutting routes is necessarily a bad idea, but I do think reducing service and increasing fares is. Honestly our fare is pretty expensive too. However I will note	Bus Service Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. 1 move here recently and I found out the it was a bus service around the corner from my Senior Complex (f you can cut back the hours on the weekday knowing it doesn't run on the weekden. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30 am on 6:30 pm on Monday thru Friday. From the South Laurel Park & Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot weekday ladso. Please f you cut the bus to genenbelt and from the South Laurel Park & Ride Lot weekday lang on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. Please don't cut G2. Please don't cut G2. Please don't cut G3. The proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. That being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding provided. Do better. Two, I think that metro ought to consider what its duties are. If it's more of a governmental role, implying access to all to the service, then perhaps you need to lobby harder for funding or raise fares. If it's more of a private business, then cutting lines is probably better. That being said I don't think cutting stations is a great idea. It would definitely look bad and also I think the marginal cost of running a station is not that high presumably. Like, I don't think hat's a good addition. Please address the problem of people free-riding, instead of raising the fee and/or reducing operations. Please do not cut G2. It is vital for students, faculty, and commuters to Georgetown University and Hoospital.	Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. 1 move here recently and I found out the it was a bus service around the corner from my Senior Complex if you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30 am to 6:30 pm on Monday thru Friday. From the South Laurel Park & Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot we Senior oh live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. Please don't cut G2. I think the proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. That being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding provided. Do better. Two, I think that metro ought to consider what its duties run firs more of a governmental role, implying access to all to the service, then perhaps you need to lobby harder for funding or raise fares. If it's more of a private business, then cutting lines is probably better. That being said I don't think cutting stations is a great idea. It would definitely look bad and also I think the arginal cost of running a station is not that high presumably. Like, I don't think that's where your savings are, unless there's some gross. Please keep G2. Please do not cut G2. It is vital for students, faculty, and commuters to Georgetown University and Hospital. Force Maryland to fund Metro like they should or else they don?t get service Penalize residents in Virginia and Maryland	Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. I move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekden. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:03 am tol 6:30 pm on Monday thru Friday. From the South Laurel Park & Ride Lot. I can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot we Senior oh live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. Please don't cut G2. Please don't cut G2. Please don't cut G2. Please don the existing direct G2 Metrobus route to the Georgetown's front gates at 3700 O St. NW. Working graduate students need this bus stop. I think the proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. That being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding provided. Do better. Two, I think that metro ought to consider what its duties are. If it's more of a governmental role, implying access to all to the service, then perhaps you need to lobby harder for funding or raise fares. If it's some of a mismanagement of funds going on. I don't think cutting routes is necessarily a bad idea, but I do think reducing service and increasing fares is. Honestly our fare is pretty expensive to. However I will not I like the expanded weekend times and I do think that's agood addition. Please address the problem of people free-riding, instead of raising the fee and/or r	Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. 1 move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30 am to 6:30 pm on Monday thru Friday. From the South Laurel Park & Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot we Senior on live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. Please don't cut G3. I think the proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. That being said 1 think one ought to consider what its duties are. If it's more of a private business, then perhaps you need to lobby harder for funding or raise fares. If it's more of a private business, then cutting lines is probably better. That being said 1 don't think cutting stations is a great idea. It would definitely look bad and also 1 think the marginal co	Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. 1 move here recently and I found out the it was a bus service around the corner from my Senior Complex (f you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30 am to 6:30 pm on Monday thru Friday. From the South Laurel Park Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot weekel at a for the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. Please don't cut G3. That bus greundent weekel will be get funded. That being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding provided. Do better. Two, I think that metro ought to consider what its duties are. If it's more of a governmental role, implying access to a private business, then cutting lines is probably better. That being said I don't think cutting stations is a great idea. It would definitely look bad and also I think the arginal cost of running a station is not that high presumably. Like, I don't think that's where your savings are, unless thre's some gross. Please don set the cut G2. It is vital for students, faculty, and commuters to Georgetown University and Hospital. Force Maryland to fund Here riding, instead of raising the fee and/or reducing operations. Please address the problem of people free-riding, instead of raising the fee and/or reducing operations. Please do not cut G2. It is vital for students, faculty, and commuters to Georgetown University and Hospital. Force Maryland to fund Me	Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. 1 move here recently and I found out the it was a bus service around the corner from my Senior Complex if you can cut back the hours on the weekday knowing it doesn't run on the weekden. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:03 am toi 6:30 pm on Monday thru Friday. From the South Laurel Park & Ride Lot. 1 and the bus to Greenbelt and from the South Laurel Park & Ride Lot we Senior on live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. I think the proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. That being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding provided. Do better. Two, I think that there ought to consider what its duties are. If it's more of a governmental role, implying access to all to the service, then perhaps you need to lobby harder for funding or raise fares. If it's more of a grivate business, then cutting lines is probably better. That being said I don't think cutting station is a great idea. It would definitely look bad and also I think the marginal cost of running a station is not that high presumably. Like, I don't think that's where har goud addition. Please don't educing service and increasing fares is. Honestly our fare is pretty expensive too. However I will note I like the expanded weekend times and I do think that's a good addition. Please deg 2. Please d	Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. 1 move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30 am to 6:30 pm on Monday thru Friday. From the South Laurel Park & Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot we Senior on live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. Please don te liminate the existing direct G2 Metrobus route to the Georgetown's front gates at 3700 O St. NW. Working graduate students need this bus stop. I think the proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. That being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding provided. Do better. Two, I think that metro ought to consider what its duites are. If it's more of a porvermental role, implying access to all to the service, then perhaps you need to lobby harder for funding or raise fares. If it's more of a private business, then cutting lines is probably better. That being said I don't think cutting stations is a great idea. It would definitely look bad and also I think the marginal cost of running a station is not that high presumably. Like, I don't think that's where your savings are, unless there's some gross mismanagement of funds going on. I don't think cutting routes is necessarily a bad idea, but I do think red	Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. 1 move here recently and I found out the it was a bus service around the corner from my Senior Complex if you can cut back the hours on the weekday knowing it doesn't run on the weekden. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:03 am toi 6:30 pm on Monday thru Friday. From the South Laurel Park & Ride Lot. 1 and the bus to Greenbelt and from the South Laurel Park & Ride Lot we Senior on live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. I think the proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. That being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding provided. Do better. Two, I think that there ought to consider what its duties are. If it's more of a governmental role, implying access to all to the service, then perhaps you need to lobby harder for funding or raise fares. If it's more of a grivate business, then cutting lines is probably better. That being said I don't think cutting station is a great idea. It would definitely look bad and also I think the marginal cost of running a station is not that high presumably. Like, I don't think that's where har goud addition. Please don't educing service and increasing fares is. Honestly our fare is pretty expensive too. However I will note I like the expanded weekend times and I do think that's a good addition. Please deg 2. Please d	Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. 1 move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30 am to 6:30 pm on Monday thru Friday. From the South Laurel Park & Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot we Senior on live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. Please don't cut G2. Please don't cut G2. Please don't cut G2. Please don't cut G3. Please some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. That being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding provided. Do better. Two, I think that metro ought to consider what its duties are. If it's more of a governmental role, implying access to all to the service, then perhaps you need to lobby harder for funding or raise fares. If it's more of a private business, then cutting lines is probably better. That being said I don't think cutting stations is a great idea. It would definitely look bad and 310 think the marginal cost of running a station is not that high presumably. Like, I don't think that's where your savings are, unless there's some gross mismanagement of funds going on. I don't think kutting routes is necessarily a bad idea, but I do think reducing service and increasing fares is. Honestly our fare is pretty expensive too. However I will	Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Rikle Lot. 1 move here recently and I found out the it was a bus service around the corner from my Senior Complex (f you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:03 am tol 6:30 pm on Monday thru Friday. From the South Laurel Park Ride Lot can it run from 6:05 am till 6:05 pm that on weekday lao. Please if you cut the bus to Greenbelt and from the South Laurel Park R kide Lot we Senior on live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. Please take in account what I am saying to you. Thank you. By any graduate students need this bus stop. I think the proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. That being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding provided. Do better. Two, I think that metro ought to consider what its duties are. If it's more of a private business, then cutting lines is probably better. That being said I don't think cutting stations is a great idea. It would definitely look bad and also I think the marginal cost of running a station is not that high presumably. Like, I don't think kut's where your savings are, unless there's some gross mismanagement of funds going on. I don't think that's a good addition. Please don tot uG2. It is vital for students, faculty, and commuters to Georgetown University and Hospital. Force Maryland to fund Metro like they sho	Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Coperating Budget, Management and Spending Rail Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. 1 move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30 am to 6:30 pm on Monday thru Friday. From the South Laurel Park & Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot we Senior on live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. Please don't cut G2. Please don te liminate the existing direct G2 Metrobus route to the Georgetown's front gates at 3700 O St. NW. Working graduate students need this bus stop. I think the proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. That being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding provided. Do better. Two, I think that metro ought to consider what its duties are. If it's more of a governmental role, implying access to all to the service, then perhaps you need to lobby harder for funding or raise fares. If it's more of a private business, then cutting lines is probably better. That being said I don't think cutting astation is not that high presumably. Like, I don't think that's where your savings are, unless there's some gross mismanagement of funds going on. I don't think cutting routes is necessarily a bad idea, but I do think reducing service and increasing fares is. Honestly our fare is pretty expensive too.	Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Coperating Budget, Management and Spending Rail Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. 1 move here recently and I found out the it was a bus service around the corner from my Senior Complex (f you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:03 am tol 6:30 pm on Monday thru Friday. From the South Laurel Park & Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot we Senior oh live (close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. Please do not eliminate the existing direct G2 Metrobus route to the Georgetown's front gates at 3700 O St. NW. Working graduate students need this bus stop. I think the proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. That being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding provided. Do better. Two, I think that metro ought to consider what its duties are. If it's more of a governmetal role, implying access to all to the service, then perhaps you need to lobby hetter. That being said I don't think cutting station is a great idea. It would definitely look bad and also I think the marginal cost of running a station is not that high presumably. Like, I don't think that's where your savings are, unless there's some gross. Please edo 2. Please do not cut G2. It is vital for students, faculty, and commuters to Georgetown University and Hospital. Force Maryland to fund Metro like they should or else they don?t get service. Henal	Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Coperating Budget, Management and Spending Rail Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. 1 move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30 am to 6:30 pm on Monday thru Friday. From the South Laurel Park & Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot we Senior oh live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. Please don te liminate the existing direct G2 Metrobus route to the Georgetown's front gates at 3700 O St. NW. Working graduate students need this bus stop. I think the proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. That being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding provided. Do better. Two, I think that metro ought to consider what its duites are. If it's more of a povernmental role, implying access to all to the service, then perhaps you need to lobby harder for funding or raise fares. If it's more of a private business, then cutting lines is probably better. That being said I don't think cutting stations is a great idea. It would definitely look bad and also I think the marginal cost of running a station is not that high presumably. Like, I don't think that's where your savings are, unless there's some gross mismanagement of funds going on. I don't think cutting routes is necessarily a bad idea, but I do think red	Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service Bus Service Bus Service Qperating Budget, Management and Spending Rail Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. I move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30 am to 6:30 pm on Monday thru Friday. From the South Laurel Park & Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot we Senior oh live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. Please do not eliminate the existing direct G2 Metrobus route to the Georgetown's front gates at 3700 O St. NW. Working graduate students need this bus stop. I think the proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. That being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding or raise fares. If it's more of a governmental role, implying access to all to the service, then perhaps you need to lobby harder for funding or raise fares. If it's more of a great idea. It would definitely look bad and also I think the marginal cost of running a station is not that high presumably. Like, I don't think tat's where your savings are, unless there's some gross mismanagement of funds going on. I don't think cutting routes is necessarily a bad idea, but I do think reducing service and increasing fares is. Honestly our fare is pretly expensive too. However I will not I like the expanded weekend times and I do think that's agood addition. Plea	Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. I move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30 am to 6:30 pm on Monday thru Friday. From the South Laurel Park & Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot we Senior on live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. Please don't cut G2. Please do not eliminate the existing direct G2 Metrobus route to the Georgetown's front gates at 3700 O St. NW. Working graduate students need this bus stop. I think the proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. That being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding provided. Do better. Two, I think that metro ought to consider what its duties are. If it's more of a governmental role, implying access to all to the service, then perhaps you need to lobby harder for funding or raise fares. If it's more of a private business, then cutting lines is probably better. That being said I don't think cutting stations is a great idea. It would definitely look bad and also I think the marginal cost of running a station is not that high presumably. Like, I don't think that's where your savings are, unless there's some gross mismanagement of funds going on. I don't think tutting routes is necessarily a bad id	Bus Service
I live in Laurel Maryland and it will hurt me that you (Metro) took away the 89M and 27 line from that area. I take the 89M from Greenbelt Station to the end of the line of the South Laurel Park Ridle Lot. I move here recently and I found out the it was a bus service around the corner from my Senior Complex If you can cut back the hours on the weekday knowing it doesn't run on the weekend. Example from Greenbelt Station 5:45 am till 10:15 pm can the bus run from 6:30 am to 6:30 pm on Monday thru Friday. From the South Laurel Park & Ride Lot can it run from 6:05 am till 6:05 pm that on weekday also. Please if you cut the bus to Greenbelt and from the South Laurel Park & Ride Lot we Senior on live close to the area we will be able to go to the do our shopping and medical appointments as well and to get on the Greenbelt line for a day out with friend and family. Please take in account what I am saying to you. Thank you. Please don't cut G2. Please don't cut G2. Please don to eliminate the existing direct G2 Metrobus route to the Georgetown's front gates at 3700 O St. NW. Working graduate students need this bus stop. I think the proposal makes some sense given that you all are not being properly funded. Hopefully legislators get on yall to get funded. That being said I think one ought to consider two things. One, yall inefficient as hell with your money. Just general wasting of funding provided. Do better. Two, I think that metro ought to consider what its duties are. If it's more of a governmental role, implying access to all to the service, then perhaps you need to lobby harder for funding or raise fares. If it's more of a private business, then cutting lines is probably better. That being said I don't think cutting routes is necessarily a bad idea, but I do think high presumably. Like, I don't think that's where your savings are, unless there's some gross mismanagement of funds going on. I don't think kutting routes is necessarily a bad idea, but I do think hey should or else they don?t get service. However I wi	Bus Service Bus Service Bus Service Bus Service Fare Evasion/Safety/Crime Bus Service

Comment	
connient	Category
I think it is vital for metro rail to find the money to maintain the current level of service at a minimum.	
Having a well maintained, reliable metro service is a critical part of what makes Washington DC an	
appealing Metro area to attract people and business.	Bus Service
The proposals to eliminate the G2, D2, and D6 would eliminate virtually all public transit access from	
Georgetown University?s campus. As a Georgetown undergraduate student, I recognize that the	
student body represents a great deal of socioeconomic privilege, but I urge you to consider low-income students and working graduate students living in lower-cost areas of D.C who would be cut-off from	
campus by this change. Georgetown?s shuttles run very infrequently (often > 1hr) and are limited to	
those with university affiliation. The D2 is the only bus route servicing Glover Park, a neighborhood	
where many students seeking lower-cost housing live that can be upwards of a 45 minute walk from	
parts of campus. The D6 is the ONLY route connecting both Sibley Hospital and Georgetown Hospital to	
downtown DC?s public transportation network, which would not only disservice thousands of	
healthcare workers but also patients and families. I understand resources are limited, but eliminating	
essential routes to schools and hospitals is a mistake.	Bus Service
G2 bus is absolutely essential for Georgetown employees.	Bus Service
The D6 should absolutely not be eliminated. This line is used heavily by residents of Capitol Hill to get	
to work and school. Metro is not a viable option. Please consider service reductions over completely	
eliminating this line.	Bus Service
The changes proposed to the different services through cuts are extremely drastic and would render	
the public transit system almost useless for most of the trips I make. A lot of areas I often visit would be	
without any service or such limited service that I would not be able to travel to them without resorting	
to other transportation means. Furthermore, the area where I live would essentially loose almost all	
access to any form of public transit, and it would isolate me and other residents, and prevent them	
from making the trips necessary to work, live, visit friends and all other aspects of life. If these changes	
were to be implemented, I would probably have to move out of my current place, and most likely to	
another city, in another state given the proposed cuts to public transit. This would also increase the car	
traffic, that is already very mad in DC, and lead to more noise, more pollution, traffic jams and street	
safety issue. I would also like to point out that cutting service to lightly used lines (whether metro or	
bus) is not a wise idea. If these are low ridership stations and lines, they provide essential services for	
the people who depend on them and are important for the well being of the neighborhoods and communities that are served by them. The impact of a public transit service is bigger than only the	
people that are using it, it impacts everyone by decreasing car dependency, making streets safer and	
cleaner, and by contributing to the connection of those areas to others in the DMV area. I understand	
that drastic budget cuts need to be made due to funding issues but the changes proposed would	
essentially sign the death of WMATA public transit system, since a lot of users won't be able to use it or	
depend on it anymore, and choose other means of transportation or move out. This, in turn, would	
lead to a spiral of death where service cuts and price increase would lead to decrease ridership that	
would lead to more cuts and fare increases.	Operating Budget, Management and Spending
Please don?t cut off Georgetown from the rest of the city	Bus Service
Please do not remove the G2 route! As a Georgetown student, it is very very useful to get into and	
around DC, particularly to transfer to the Dupont circle metro.	Bus Service
The G2, D2, and D6 are all routes I take because there are no other bus services or metro stations	
nearby that are convenient (i.e. removing these routes would make it incredibly difficult to travel.	Bus Service
Dedicated funding is necessary to avert this continual crisis of cuts which are borne by the most	
disadvantaged residents in the region.	Capital Budget
Please don?t eliminate the G2 route as a Georgetown student, considering we already don?t have a	
subway it is my only means of getting off campus	Bus Service
The G2 is a critical metrobus route connecting Shaw and Logan Circle neighborhoods to Georgetown	
University. Should you eliminate the G2 route, there is not a single next best solution for connecting	
these neighborhoods to Georgetown or anywhere west of Dupont circle. This is a critical access issue,	
and I cannot understand why WMATA is considering eliminating the G2 without providing any	
alternative service for this route. Please save the G2.	Bus Service
Without the lines I would be unable to go to work and to school making it difficult for me to move	
around DC since I have no car and rely on public transport	Bus Service
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only	Bus Service
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, D6, G2, and D2 to get in & out of the	Bus Service
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, D6, G2, and D2 to get in & out of the Georgetown area. If I don?t have access to those lines then I will not be able to go to work or school,	
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, D6, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area.	Bus Service Bus Service
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don?t have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town,	
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area.	
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE	Bus Service
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don?t have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost	
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen.	Bus Service
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen. Please don't get rid of G2 or D2 bus lines - some university students without access to cars rely on this	Bus Service Fares/Fees/Parking
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen. Please don't get rid of G2 or D2 bus lines - some university students without access to cars rely on this service to get around	Bus Service Fares/Fees/Parking Bus Service
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen. Please don't get rid of G2 or D2 bus lines - some university students without access to cars rely on this service to get around States of Virginia and Maryland needs to step up and help with the budget shortfall. There is no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia and Maryland have got to chip in more. At the same time, some of DC?s most important	Bus Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen. Please don't get rid of G2 or D2 bus lines - some university students without access to cars rely on this service to get around States of Virginia and Maryland needs to step up and help with the budget shortfall. There is no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia and Maryland we got to chip in more. At the same time, some of DC?s most important workers live in those states and rely on metro rail/bus service to get to DC to work. If fares go up, it	Bus Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen. Please don't get rid of G2 or D2 bus lines - some university students without access to cars rely on this service to get around States of Virginia and Maryland needs to step up and help with the budget shortfall. There is no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia and Maryland have got to chip in more. At the same time, some of DC?s most important workers live in those states and rely on metro rail/bus service to get to DC to work. If fares go up, it can't fall on that population.	Bus Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen. Please don't get rid of G2 or D2 bus lines - some university students without access to cars rely on this service to get around States of Virginia and Maryland needs to step up and help with the budget shortfall. There is no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia and Maryland have got to chip in more. At the same time, some of DC?s most important workers live in those states and rely on metro rail/bus service to get to DC to work. If fares go up, it can?t fall on that population. These proposals are absolutely draconian, seem over punitive on the District, and would crater	Bus Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen. Please don't get rid of G2 or D2 bus lines - some university students without access to cars rely on this service to get around States of Virginia and Maryland needs to step up and help with the budget shortfall. There is no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia and Maryland have got to chip in more. At the same time, some of DC?s most important workers live in those states and rely on metro rail/bus service to get to DC to work. If fares go up, it can't fall on that population. These proposals are absolutely draconian, seem over punitive on the District, and would crater ridership. I am shocked by them.	Bus Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Bus Service
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen. Please don't get rid of G2 or D2 bu lines - some university students without access to cars rely on this service to get around States of Virginia and Maryland needs to step up and help with the budget shortfall. There is no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia and Maryland have got to chip in more. At the same time, some of DC?s most important workers live in those states and rely on metro rail/bus service to get to DC to work. If fares go up, it can?t fall on that population. These proposals are absolutely draconian, seem over punitive on the District, and would crater ridership. I am shocked by them. I hope Maryland and Virginia can step up to do their part so we can keep this essential service running	Bus Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Bus Service Bus Service Miscellaneous
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen. Please don't get rid of G2 or D2 bus lines - some university students without access to cars rely on this service to get around States of Virginia and Maryland needs to step up and help with the budget shortfall. There is no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia and Maryland have got to chip in more. At the same time, some of DC?s most important workers live in those states and rely on metro rail/bus service to get to DC to work. If fares go up, it can?t fall on that population. These proposals are absolutely draconian, seem over punitive on the District, and would creater ridership. I am shocked by them. I hope Maryland and Virginia can step up to do their part so we can keep this essential service running smoothly! Good, frequent, reliable transit is one of DC's best attributes	Bus Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen. Please don't get rid of G2 or D2 bus lines - some university students without access to cars rely on this service to get around States of Virginia and Maryland needs to step up and help with the budget shortfall. There is no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia and Maryland have got to chip in more. At the same time, some of DC?s most important workers live in those states and rely on metro rail/bus service to get to DC to work. If fares go up, it can?t fall on that population. These proposals are absolutely draconian, seem over punitive on the District, and would crater ridership. I am shocked by them. I hope Maryland and Virginia can step up to do their part so we can keep this essential service running smoothly! Good, frequent, reliable transit is one of DC's best attributes Fare increases are just going to lead to more people hopping the turnstiles. I understand there are	Bus Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Bus Service Bus Service Miscellaneous Bus Service
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen. Please don't get rid of G2 or D2 bus lines - some university students without access to cars rely on this service to get around States of Virginia and Maryland needs to step up and help with the budget shortfall. There is no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia and Maryland needs to step up and help with the budget shortfall. There si no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia not Maryland needs to step up and help with the budget shortfall. There sproposals are absolutely draconian, seem over punitive on the District, and would crater ridership. I am shocked by them. I hope Maryland and Virginia can step up to do their part so we can keep this essential service running smoothlyl Good, frequent, reliable transit is one of DC's best attributes Fare increases are just going to lead to more people hopping the turnstiles. Iunderstand there are budget issues, but we are tax payers in this city, it shouldn?t be taken out on us.	Bus Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Bus Service Miscellaneous Bus Service Operating Budget, Management and Spending
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen. Please don't get rid of G2 or D2 bus lines - some university students without access to cars rely on this service to get around States of Virginia and Maryland needs to step up and help with the budget shortfall. There is no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia and Maryland have got to chip in more. At the same time, some of DC?s most important workers live in those states and rely on metro rail/bus service to get to DC to work. If fares go up, it can?t fall on that population. These proposals are absolutely draconian, seem over punitive on the District, and would creater ridership. I am shocked by them. I hope Maryland and Virginia can step up to do their part so we can keep this essential service running smoothly! Good, frequent, reliable transit is one of DC's best attributes Fare increases are just going to lead to more people hopping the turnstiles. I understand there are budget issues, but we are tax payers in this city, it shouldn? to taken out on us. Please do not get rid of the G2 Metrobus stop at the gates of Georgetown University.	Bus Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Bus Service Bus Service Miscellaneous Bus Service
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen. Please don't get rid of G2 or D2 bus lines - some university students without access to cars rely on this service to get around States of Virginia and Maryland needs to step up and help with the budget shortfall. There is no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia and Maryland have got to chip in more. At the same time, some of DC?s most important workers live in those states and rely on metro rail/bus service to get to DC to work. If fares go up, it can?t fall on that population. These proposals are absolutely draconian, seem over punitive on the District, and would creater ridership. I am shocked by them. I hope Maryland and Virginia can step up to do their part so we can keep this essential service running smoothlyl Good, frequent, reliable transit is one of DC's best attributes Fare increases are just going to lead to more people hopping the turnstiles. I understand there are budget issues, but we are tax payers in this city, it shouldn's the taken out on us. Please do not get rid of the G2 Metrobus stop at the gates of Georgetown University. Horrible. Just horrible. For those of use who rely on the D2 bus in the Glover Park	Bus Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Bus Service Miscellaneous Bus Service Operating Budget, Management and Spending
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen. Please don't get rid of G2 or D2 bus lines - some university students without access to cars rely on this service to get around States of Virginia and Maryland needs to step up and help with the budget shortfall. There is no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia and Maryland have got to chip in more. At the same time, some of DC?s most important workers live in those states and rely on metro rail/bus service to get to DC to work. If fares go up, it can't fall on that population. These proposals are absolutely draconian, seem over punitive on the District, and would crater ridership. I am shocked by them. I hope Maryland and Virginia can step up to do their part so we can keep this essential service running smoothly! Good, frequent, reliable transit is one of DC's best attributes Fare increases are just going to lead to more people hopping the turnstiles. I understand there are budget issues, but we are tax payers in this city, it shouldn?t be taken out on us. Please do not get rid of the G2 Metrobus stop at the gates of Georgetown University. Horrible. For those of use who rely on the D2 bus in the Glower	Bus Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Bus Service Miscellaneous Bus Service Operating Budget, Management and Spending
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen. Please don't get rid of G2 or D2 bus lines - some university students without access to cars rely on this service to get around States of Virginia and Maryland needs to step up and help with the budget shortfall. There is no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia and Maryland have got to chip in more. At the same time, some of DC?s most important workers live in those states and rely on metro rail/bus service to get to DC to work. If fares go up, it can?t fall on that population. These proposals are absolutely draconian, seem over punitive on the District, and would crater ridership. I am shocked by them. I hope Maryland and Virginia can step up to do their part so we can keep this essential service running smoothlyl Good, frequent, reliable transit is one of DC's best attributes Fare increases are just going to lead to more people hopping the turnstiles. I understand there are budget issues, but we are tax payers in this city, it shouldn?t be taken out on us. Please do not get rid of the G2 Metrobus stop at the gates of Georgetown University. Horrible. Just horrible. For those of use who rely on the D2 bu	Bus Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Bus Service Bus Service Miscellaneous Bus Service Operating Budget, Management and Spending Bus Service
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen. Please don't get rid of G2 or D2 bus lines - some university students without access to cars rely on this service to get around States of Virginia and Maryland needs to step up and help with the budget shortfall. There is no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia and Maryland have got to chip in more. At the same time, some of DC?s most important workers live in those states and rely on metro rail/bus service to get to DC to work. If fares go up, it can?t fall on that population. These proposals are absolutely draconian, seem over punitive on the District, and would crater ridership. I am shocked by them. I hope Maryland and Virginia can step up to do their part so we can keep this essential service running smoothlyl Good, frequent, reliable transit is one of DC's best attributes Fare increases are just going to lead to more people hopping the turnstiles. I understand there are budget issues, but we are tax payers in this city, it shouldn?t be taken out on us. Please do not get rid of the G2 Metrobus stop at the gates of Georgetown University. Horrible. Just horrible. For those of use who rely on the D2 bu	Bus Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Bus Service Miscellaneous Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Bus Service
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen. Please don't get rid of G2 or D2 bus lines - some university students without access to cars rely on this service to get around States of Virginia and Maryland needs to step up and help with the budget shortfall. There is no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia and Maryland have got to chip in more. At the same time, some of DC?s most important workers live in those states and rely on metro rail/bus service to get to DC to work. If fares go up, it can't fall on that population. These proposals are absolutely draconian, seem over punitive on the District, and would crater ridership. I am shocked by them. I hope Maryland and Virginia can step up to do their part so we can keep this essential service running smoothly! Good, requent, reliable transit is one of DC's best attributes Fare increases are just going to lead to more people hopping the turnstiles. I understand there are budget issues, but we are tax payers in this city, it shouldn't be taken out on us. Please do not get rid of the G2 Metrobus stop at the gates of Georgetown University. Horrible. Just horrible. For those of use who rely on the D2 bus	Bus Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Bus Service Bus Service Miscellaneous Bus Service Operating Budget, Management and Spending Bus Service
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen. Please don't get rid of G2 or D2 bus lines - some university students without access to cars rely on this service to get around States of Virginia and Maryland needs to step up and help with the budget shortfall. There is no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia and Maryland needs to step up and help with the budget shortfall. There is no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia and Maryland have got to chip in more. At the same time, some of DC7s most important workers live in those states and rely on metro rail/bus service to get to DC to work. If fares go up, it can't fall on that population. These proposals are absolutely draconian, seem over punitive on the District, and would crater ridership. I am shocked by them. I hope Maryland and Virginia can step up to do their part so we can keep this essential service running smoothlyl Good, frequent, reliable transit is one of DC's best attributes Fare increase are just going to lead to more people hopping the turnstiles. Inderstand there are budget issues, but we are tax payers in this city, it shoul	Bus Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Bus Service Miscellaneous Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Bus Service
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen. Please don't get rid of G2 or D2 bus lines - some university students without access to cars rely on this service to get around States of Virginia and Maryland needs to step up and help with the budget shortfall. There is no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia and Maryland have got to chip in more. At the same time, some of DC?s most important workers live in those states and rely on metro rail/bus service to get to DC to work. If fares go up, it can?t fall on that population. These proposals are absolutely draconian, seem over punitive on the District, and would creater ridership. I am shocked by them. I hope Maryland and Virginia can step up to do their part so we can keep this essential service running smoothyl Good, frequent, reliable transit is one of DC's best attributes Fare increases are just going to lead to more people hopping the turnstiles. I understand there are budget issues, but we are tax payers in this city, it shouldn?t be taken out on us. Please do not get rid of the G2 Metrobus stop at the gates of Georgetown University. Horrible. Just horrible. For those of use who rely on tublic tr	Bus Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Bus Service Miscellaneous Bus Service Operating Budget, Management and Spending Bus Service Bus Servi
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen. Please don't get rid of G2 or D2 bus lines - some university students without access to cars rely on this service to get around States of Virginia and Maryland needs to step up and help with the budget shortfall. There is no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia and Maryland have got to chip in more. At the same time, some of DC?s most important workers live in those states and rely on metro rail/bus service to get to DC to work. If fares go up, it can?t fall on that population. These proposals are absolutely draconian, seem over punitive on the District, and would crater ridership. I am shocked by them. I hope Maryland and Virginia can step up to do their part so we can keep this essential service running smoothly Good, frequent, reliable transit is one of DC?s best attributes Fare increases are just going to lead to more people hopping the turnstiles. I understand there are budget issues, but we are tax payers in this city, it shouldn't be taken out on us. Please do not get rid of the G2 Metrobus stop at the gates of Georgetown University. Horrible. Just horrible. For those of use who rely on public transportation. Cutting th	Bus Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Bus Service Miscellaneous Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Bus Service
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen. Please don't get rid of G2 or D2 bus lines - some university students without access to cars rely on this service to get around States of Virginia and Maryland needs to step up and help with the budget shortfall. There is no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia and Maryland have got to chip in more. At the same time, some of DC?s most important workers live in those states and rely on metro rail/bus service to get to DC to work. If fares go up, it can't fall on that population. These proposals are absolutely draconian, seem over punitive on the District, and would crater ridership. I am shocked by them. I hope Maryland and Virginia can step up to do their part so we can keep this essential service running smoothly! Good, requent, reliable transit is one of DC's best attributes Fare increases are just going to lead to more people hopping the turnstiles. I understand there are budget issues, but we are tax payers in this city, it shouldn?t be taken out on us. Please do not get rid of the G2 Metrobus stop at the gates of Georgetown University. Horrible. Just horrible. For those of use who rely on the D2 bus	Bus Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Bus Service Miscellaneous Bus Service Operating Budget, Management and Spending Bus Service
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen. Please don't get rid of G2 or D2 bus lines - some university students without access to cars rely on this service to get around States of Virginia and Maryland needs to step up and help with the budget shortfall. There is no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia and Maryland have got to chip in more. At the same time, some of DC?s most important workers live in those states and rely on metro rail/bus service to get to DC to work. If fares go up, it can?t fall on that population. These proposals are absolutely draconian, seem over punitive on the District, and would crater ridership.1 am shocked by them. I hope Maryland and Virginia can step up to do their part so we can keep this essential service running smoothlyl Good, frequent, reliable transit is one of DC's best attributes Fare increases are just going to lead to more people hopping the turnstiles. I understand there are budget issues, but we are tax payers in this city, it shouldn?t be taken out on us. Please do not get rid of the G2 Metrobus stop at the gates of Georgetown University. Horrible. Just horrible. For those of use who rely on tublic tra	Bus Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Bus Service Miscellaneous Bus Service Operating Budget, Management and Spending Bus Service Bus Servi
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen. Please don't get rid of G2 or D2 bus lines - some university students without access to cars rely on this service to get around States of Virginia and Maryland needs to step up and help with the budget shortfall. There is no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia and Maryland have got to chip in more. At the same time, some of DC?s most important workers live in those states and rely on metro rail/bus service to get to DC to work. If fares go up, it can?t fall on that population. These proposals are absolutely draconian, seem over punitive on the District, and would crater ridership. I am shocked by them. I hope Maryland and Virginia can step up to do their part so we can keep this essential service running smoothyl Good, frequent, reliable transit is one of DC's best attributes Fare increases are us payers in this city, it shouldn?t be taken out on us. Please do not get rid of the G2 Metrobus stop at the gates of Georgetown University. Horrible. Just horrible. For those of use who rely on public transportation. Cutting the D2 would make it almost impossible to continue living in Glover Park. Please recons	Bus Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Bus Service Miscellaneous Bus Service Operating Budget, Management and Spending Bus Service
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen. Please don't get rid of G2 or D2 bus lines - some university students without access to cars rely on this service to get around States of Virginia and Maryland needs to step up and help with the budget shortfall. There is no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia and Maryland have got to chip in more. At the same time, some of DC?s most important workers live in those states and rely on metro rail/bus service to get to DC to work. If fares go up, it can?t fall on that population. These proposals are absolutely draconian, seem over punitive on the District, and would crater ridership. I am shocked by them. I hope Maryland and Virginia can step up to do their part so we can keep this essential service running smoothlyl Good, frequent, reliable transit is one of DC's best attributes Fare increases are just going to lead to more people hopping the turnstiles. I understand there are budget issues, but we are tax payers in this city, it shouldn?t be taken out on us. Please do not get rid of the G2 Metrobus stop at the gates of Georgetown University. Horrible. Just horrible. For those of use who rely on tublic tr	Bus Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Bus Service Miscellaneous Bus Service Operating Budget, Management and Spending Bus Service
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen. Please don't get rid of G2 or D2 bus lines - some university students without access to cars rely on this service to get around States of Virginia and Maryland needs to step up and help with the budget shortfall. There is no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia and Maryland have got to chip in more. At the same time, some of DC?s most important workers live in those states and rely on metro rail/bus service to get to DC to work. If fares go up, it can't fall on that population. These proposals are absolutely draconian, seem over punitive on the District, and would crater ridership. I am shocked by them. I hope Maryland and Virginia can step up to do their part so we can keep this essential service running smoothly! Good, frequent, reliable transit is one of DC's best attributes Fare increases are just going to lead to more people hopping the turnstiles. I understand there are budget issues, but we are tax payers in this city, it shouldn't be taken out on us. Please do not get rid of the G2 Metrobus stop at the gates of Georgetown University. Horrible. Just horrible. For those of use who rely on the D2 bu	Bus Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Bus Service Miscellaneous Bus Service Operating Budget, Management and Spending Bus Service
around DC since I have no car and rely on public transport I am college student that lives in the Georgetown area and attends Georgetown University with only night classes. I work in the middle DC and rely heavily on 33, DG, G2, and D2 to get in & out of the Georgetown area. If I don't have access to those lines then I will not be able to go to work or school, especially since I do not own a car and there is no metro service in the area. I am a 'low vision' individual and am ineligible for a drivers license. I rely on metro to get around town, especially to my workplace in Georgetown. Eliminating G2 would create a great extra burden and cost me extra money to take Ubers and taxis to my workplace. And as a general rule, there should be MORE public transit in DC, not less. I favor a moderate fare increase to help make that happen. Please don't get rid of G2 or D2 bus lines - some university students without access to cars rely on this service to get around States of Virginia and Maryland needs to step up and help with the budget shortfall. There is no alternative route to Georgetown U. The bus is the only option because there is no subway Virginia and Maryland new got to chip in more. At the same time, some of DC7s most important workers live in those states and rely on metro rail/bus service to get to DC to work. If fares go up, it can't fall on that population. These proposals are absolutely draconian, seem over punitive on the District, and would crater ridership. I am shocked by them. I hope Maryland and Virginia can step up to do their part so we can keep this essential service running smooth!/ Good, frequent, reliable transit is one of DC's best attributes Please do not get rid of the G2 Metrobus stop at the gates of Georgetown University. Horrible. Just horrible. For those of use who rely on public transportation. Cutting the D2 would make it almost impossible to continue living in Glover Park. Please reconsider! Eliminating the N Bus routes on the weekends would cause hardship to students and residents. I	Bus Service Fares/Fees/Parking Bus Service Operating Budget, Management and Spending Bus Service Miscellaneous Bus Service Operating Budget, Management and Spending Bus Service

Commont	Catagory
Comment Don?t eliminate the busses 33,31,D2 and G2	Category Bus Service
Please don?t remove the D6 route, I use it to get to campus every day. It cuts a forty minute walk into	DR3 2614106
about a ten minute commute.	Bus Service
I wouldn't mind if the G2 maybe ran less often, but eliminating it completely would really cut off	
Georgetown students from the rest of the city considering that we don't have a Metro Station.	Rail Service
Hi There I am a senior who has recently moved to Laurel South side area. The 89M and the Z7 is the bus	
that run around the corner Senior Complex I move too. Please hear me out I am always take the 89M	
to and from Greenbelt that I move into the area because the service. The bus do not run on the	
weekend at all I understand but their are some folk (seniors) who does taking on the weekday. If you	
just cut back the hours the be helpful for us. Use the 89M to our appointment, shopping, or out for a day on the town. Please if you cut that bus service we will have other way to get around. Thank you	
please from a seniors who use your service thank you for your time and patience.	Bus Service
Any route affecting service to an area with limited service already (ie Georgetown) should not be under	
consideration to be cut	Bus Service
Please do not get rid of G2; it is the only public transportation method for Georgetown affliated	
individuals (12,000+ students, faculty, workers) and also provides access to M street and other areas in	
the Georgetown area.	Bus Service
Service cuts are a bad idea. I can't speak for every one of the proposed cuts, but some of these buses	
don't show up on time and have long wait times as it is, and cutting service would only make that worse, not to mention that eliminating rush hour service or the number of buses will make the crowds	
unbearable. There is also no point in eliminating the D2, D6, AND G2. It is already a hassle to get in and	
out of Georgetown/Glover Park by Metro as it is, why you would eliminate all but one (the 33) of the	
bus routes that go there is beyond me. Lastly, regarding the price increasesI understand they are	
necessary, but they do nothing if people just ignore paying them, which is a big problem on the buses.	
A way to better enforce this if possible wouldn't be a bad idea	Bus Service
YOU CANNOT ELIMINATE THE G2. IT IS VITAL FOR PEOPLE TO GET TO WORK AND CONNECTION BY	
GEORGETOWN TO THE REST OF DC.	Bus Service
Please, do not cut service. If the only other option is to increase fares, then just do that.	Fares/Fees/Parking
The G2 route is the only way to get to the Georgetown neighborhood and Georgetown campus and is a fundamental way students, faculty, and staff get to the university. There is no metrorail service and so	
this bus route is absolutely necessary. Please don't cut this line.	Bus Service
I rely on g12 for work, as does my wife. Eliminating that would ruin a lot of people's work commutes	
and would put many of us in a bind, maybe even out of work. Please do not do that to us, I'm begging	Bus Service
Metrobus should not get rid of those proposed bus routes.	Bus Service
taxpayers should make up the difference in budget. public transit is a public service. it benefits not only	
the transit riders but also drivers (by reducing traffic), walkers, bikers, kids playing in the community	
and all community members. it benefits tourists and tourism for the DC area if it is convenient. it also	
works towards reducing emissions, driving fatalities, and should be affordable and convenient. there	On-orting Dudget Management and Counding
should also be fare programs for economically disadvantaged individuals and children under 18. please do not cut off certain communities from access to the bus lines! i rely on services like the G2	Operating Budget, Management and Spending
every day and i will not be able to get to where i need to without it	Bus Service
Please don?t eliminate the g2	Bus Service
Removing the G2 bus line will render public transit to Georgetown university unattainable. This would	
significantly impact my life as I work there and take public transit. It is shameful DC transit is	
considering removing access from our university. I condemn any effort to remove the G2 and wish	
malice on all those who support it.	Bus Service
I am horrified at the thought of not having the G2 service. It is vital to the the student community and others in Georgetown. The buses are habitually quite full (indeed just last week so full that the a	
morning bus didn't even stop at P and 17). The G2 bus is important for both transport and personal	
safety reasons - just look at the number of Police reports surrounding the Georgetown University	
campus area.	Bus Service
If you cut service to the G12 I will need to sell my house and buy a different one because I don?t drive	
and rely entirely on public transit. This would be enormously difficult to me. Having the G12 bus stop	
right outside my house was a primary reason I bought my house, I would never have bought here if the	
G12 didn?t exist.	Bus Service
As a student of Georgetown University, I would urge Metro to not eliminate the G2, D2, and D6	
Metrobus routes. These are the most accessible routes for members of the Georgetown University community?including students, faculty, and staff?to use to get to the rest of DC. Especially since there	
is no Metro stop close to the university, it is important that these bus routes, especially the G2, be	
preserved.	Bus Service
There are no rail alternatives to the D2 and D6 so this would be a major disruption to me. I use them to	
get to the Dupont Circle metro and there is no alternative.	Rail Service
I take the G2 DC Metrobus every Sunday, so I can go to church. I don?t feel comfortable taking an Uber	
nor do I want to pay a lot for the ride there. The metro stop is conveniently place just outside of	
Georgetown University (the campus I am from). Removing this stop would make it difficult for me to attend church on Sundays. Additionally, it would make it harder to commute around DC in general	
attend church on Sundays. Additionally, it would make it harder to commute around DC in general without that stop there.	Bus Service
I enjoy not having a car in the city and Metro makes that possible. But increasing the fare while	
decreasing service, especially as people have returned to the office and are using Metro more seem to	
work against our shared goal. I already deal with rush hour overcrowding more mornings and evenings	
than not. So if these changes were to be made, it seems things would get significantly worse and force	
people to find non-Metro alternatives.	Fares/Fees/Parking
I rely on metro heavily. I live in DC and do not own a car. Any service cuts to Metro, especially on the	
Red and Orange lines, would have a deleterious effect on my quality of life. It would make it much	
harder for me to get to work and to go around on the weekends. Metro is the lifeblood of DC and the	Pue Convien
surrounding suburbs, and needs to be fully funded!	Bus Service

Comment	Category
Cancelling the D2 will limit many people who live in Glover Park to commute to Dupont directly for	
work and access the metro. There are two reasons why D2 should not be removed. 1. By removing it	
WMATA assumes everyone has a car (many of us who live in Glover Park and Georgetown ARE NOT	
HOME OWNERS WITH A CAR!) or people are able to walk all the way around observatory circle to N6(or	
new replacing route). Adding a longer walk distance to people's commute is not helping with improving transportation. 2. From a gender perspective removing D2 will create a negative impact on women and	
young kids. The walk around observatory circle to make it to N6 for Dupont is very dark and unsafe for	
women who would need to commute at night and especially in winter where sunset is 4:30, so would	
really not want to face assault or get mugged given that DC IS NOT THAT SAFE! Same goes for the D6,	
are you expecting students to all have cars to commute across town especially highschoolers who live	
in NE/SE and need D6/D2 to Dupont for metro (the elimination of these routes could easily become a	
class and racial discrimination issue.) Finally, on the guestions whether we consumers would prefer a	
fare increase or cancellation of routes I find that to be an offensive question as it takes the	
responsibility from WMATA to provide accessible transportation to each neighborhood to consumers	
responsibility. I as a TAX PAYING DC resident wonder where that transportation funds are going? At this	
rate if routes to be cancelled it should be our right to demand tax refunds from DC as it obviously not	
going where they are meant to go (Public Services) and is going to private pockets. o I urge WMATA to	
think about how removing D2 will impact non-car holders and run a gender analysis on how	
transportation decisions can improve or worsen women's safety. I highly suggest that someone at	
WMATA if not already read the book (Invisible Women: Data Bias in a World Designed for Men by	
Caroline Criado Perez). The book looks at several studies that show how projects that are deigned to be	
gender neutral end up being not gender neutral due to biased data.	Bus Service
Please don?t cut routes or shorten service. You?re making transportation even more inaccessible. I go	
to Georgetown University and I rely on G2 and other nearby bus stops to travel to and from there.	
Georgetown is already an inaccessible area with limited access to the metro. Getting rid of the G2	
would make it even more inaccessible! A lot of people rely on that route, and I feel like proposing the entire route to be cut is not fair to DC residents. I understand the budget shortfall but this is not the	
way. Please try your best to find another alternative to the problem. Don?t mess with the routes!	Operating Budget, Management and Spending
This will impact low-income students at Georgetown University. Without an accessible Metrobus route,	Persona source management and spending
many would be deprived of an education and opportunities.	Bus Service
Please don?t eliminate or shorten bus routes that go through Georgetown and Glover Park! We don?t	
have a metro station, so this would significantly reduce our access to public transportation. I would	
likely leave DC if the D2 and D6 are eliminated and the route of the 33 (a VERY popular route) is	
shortened. Furthermore, many people rely on the D6 to access the hospital. As a medical student, I	
know this poses a huge risk to heath, and I strongly urge Metro to reconsider these changes.	Bus Service
Eliminating the D2 bus will completely cut off much of the Glover Park neighborhood from public	Bus Service
I don't want the G2 bus route to go away.	Bus Service
This completely eliminates ANY public transportations to the west end of Ward 3, including two	
hospitals and several schools. How will workers get to work? How witll kids get to school? DC ihas	
opened a new HS and is considering a new middle school on the D6 route. The traffic increase without	
buses will be untenable!	Bus Service
Too many passengers don't pay fare, too many of them on buses. Get federal dollars, too much tax	
Federal money go to Ukraine.	Bus Service
My commute too and from work in Georgetown university is using the only Metrobus available that	
takes me to work, the G2. If the G2 is eliminated, it will severely impact my daily commute to and from work. Dont eliminate it.	Rus Service
I wish that the government funded the metro better via higher taxes on the richest members of our	Bus Service
societyl; however, I would be happier with increasing the fair then cutting service. A lot of people use	
those services to get to work.	Rail Service
The decision to cut the G2 line is going to have a huge effect on the access that Georgetown University	
students have to the broader DC area. It is a vital transportation service for many students.	Bus Service
You cannot possibile think of eliminating buses like D2, D6 and G2 that serve crucial institutions like	
Georgetown University Hospital, Sibley Hospital and Georgetown University. How can you cut off	
hospitals and a university from people of all ages and backgrounds who need to get there with public	
transportation for a variety of reasons (work, health issues, etc)? I urge you to keep those lines as they	
are now.	Bus Service
You're insane to consider cutting these bus lanes, especially to Georgetown	Bus Service
Eliminating the D6, D2, and G2 metrobus lines will severely impact access between the Dupont Circle	
Red Line and Georgetown University, Georgetown University Hospital, Sibley Memorial Hospital, and	
numerous high schools in the area. Notably, eliminating the D6 line would severely impact access to	
Sibley Hospital and Georgetown University Hospital by patients and hospital staff. During peak	
commuting times, the D6 is often full and frequently runs late due to high volume, which seems to	
provide clear evidence of heavy use on this line. Throughout the later weekday afternoons, the D2 and D6 huses are filled hereing capacity with students from Duke Ellipston School of the Arts as well as	
D6 buses are filled beyond capacity with students from Duke Ellington School of the Arts, as well as patients and employees traveling between Sibley and Georgetown locations and Dupont Circle. When	
considering ridership demand, I strongly urge WMATA to consider the service it provides to D.C.'s high	
school students, many of whom take public transportation but may be exempted from fare-collection	
and thus may not be tallied in ridership totals.	Bus Service
To eliminate the D2, D6, and G2 lines is completely asinine. Not only do 1000s of folks in Georgetown,	
Glover Park, Friendship heights rely on these to commute to work every day, but 1000s of students at	
Georgetown and at DC public schools rely on these routes to get to school safely each day. The answer	
to Metro's failings to balance their budget should in no way be to limit access to metrobus services,	
particularly to areas of this city do not have access to the Metrorail. We need these routes!	Operating Budget, Management and Spending
First of all I don't think that a budget shortfall is a problem for a publicly provided transportation. I	
think we should be allocating funds from the people through taxation or another form of collection	
rather than independently marking up the cost of public transportation or limiting service, so the last	
question rubs me the wrong way.	Operating Budget, Management and Spending
My husband and I are Foxhall Village residents and eliminating the D6 line would kill our current	
childcare situation. Our nanny lives in the Dupont Circle neighborhood and does not drive. The D6 is	
her, and our, lifeline for that reason. It is the only bus line that reaches our community and I use it all	
the time to get downtown, as a convenient, inexpensive and environmentally-friendly alternative to	Pue Convico
driving our car.	Bus Service
For Georgetown students, G2 is very important to us. Fare raises are better than cutting service Please don't cut back on Metro Access. it is truly difficult enough for us disabled people to get around	Fares/Fees/Parking
Please don't cut back on Metro Access. It is truly difficult enough for us disabled people to get around even with the paratransit services. If these are cut we will have no hope of being able to get around the	
DMV. Signed an 11 year Metro Access client.	MetroAccess
Georgetown already does not have its own metro rail station. Eliminating crucial bus routes for	
students who utilize them for class, work, and practice, is discriminating endean bus roles in the students who utilize them for class, work, and practice, is discriminating endean bus roles in the students who utilize them for class.	
from luxury. This makes it even harder for low-income students to provide for themselves. Shameful.	Bus Service
G2 is a MUST for Georgetown University students, teachers, and faculty!	Bus Service

Comment	Category
These cuts are so massive they seem totally unacceptable to me as a frequent user of the city's bus	
system. Buses are about accessibility and the city has an interest in keeping people out of cars and off	
the roads. I am totally fine with increasing fares, even selectively on the routes that are facing	
cancellation. Just keep those buses running, they are a lifeline. Enforce fare evasion on buses. I know it may be a small amount of money in the grand scheme of	Bus Service
things but on many buses the number of people boarding without paying the fare is will over 50%. I'm	
willing to pay more as long as others do their share.	Bus Service
Make cuts to metrorail before considering cuts to bus service. Rail riders tend to have cars, bus riders	
do not.	Bus Service
If you reduce service too much, people will stop riding. It's critical to build a product that people want	
to use over other means of transportation.	Service Levels
If you eliminate the G2, I and many other Georgetown University faculty and staff and grad students	
will have literally no way to get to work. Owning a car in the district is expensive and inconvenient and	
parking by campus is nearly impossible, so switching to driving is not a viable option for many of us. It's	
also not an option for many of our international and disabled faculty and students who are unable to	
drive for all sorts of reasons. This is an embarrassing proposal. DC should be supporting its flagship	
research University with at least minimal transportation options. This would be enough to make me	
consider leaving for a different university and city altogether as I seriously have no idea how I would get	
to my job.	Fares/Fees/Parking
You are proposing to get rid of all the routes that service the georgetown neighborhood. I need these	
to get to and from my job. You are making dc more and more inaccesible	Bus Service
Please do not cut lines, as it would affect areas that are already underserviced by public transportation	
options. Particularly the G2, where students do not have Metrorail access to Georgetown University and are reliant on Metrobus.	Bus Service
Please don't get rid of the G2.	Bus Service
The D2 and G2 routes are essential routes for students and many other individuals to access the	
Georgetown community and university. Eliminating or reducing these routes would have a major	
decreased in accessibility to an area that already does not have a metro station.	Bus Service
Please don't eliminate the lines G2 and D2. They are the only lines linking Georgetown / Glover Park	
with Dupont Circle and downtown. They are essential and many people, including students, university	
workers and residents rely on them daily for their commute.	Bus Service
For non-car owners who live in the District, a system that enables us to go where we need to go is	
essential. And for the District in general, easy connection between neighborhoods and community	
members is the key to the success of our city.	Miscellaneous
georgetown is already so difficult to get in and out of, please don?t do this	Bus Service
It is completely unfair and disappointing to hear that D.C. is considering FULLY cutting off Georgetown /	
Glover Park / Foxhall & Palisades from the MetroBus. The area where majority of students live and lack	
car access and pay for their fares. Shameful decision.	Bus Service
The metrobus proposals for cutting service to the D2, D6, and G2 would remove ALL bus service to	
Georgetown neighborhoods. Without a metro stop in the neighborhood, how are people suppose to	Due Carrier
get to work???? It would kill business. Georgetown needs accessible bus routes please keep them if you can!	Bus Service Bus Service
Neither service cuts nor fare increases are a good solution to budgetary shortfalls.	Operating Budget, Management and Spending
It is crucial to continue a sufficient level of Metrobus service around the Georgetown University	
campus. I very much object to the proposal tocompletely eliminate the existing direct G2 Metrobus	
route to the University?s front gates at 3700 O St. NW. I also am opposed to eliminating the D2 and D6	
Metrobus route, and combining the 31 and 33 into one route.	Bus Service
DO NOT CUT THE G2 OR D6 BUS STUDENTS WILL LITERALLY HAVE NO WAY TO GET TO GEORGETOWN	
UNIVERSITY.	Bus Service
Put pressure on the government to fund through more taxes on cars. Metro and busses are a public	
service and should not be degraded. Even drivers benefit from more people using metro, but if it costs	
more or is unreliable, more people will drive and Uber.	Bus Service
Please keep service in Georgetown/directly accessible to Georgetown Unviersity's campus we literally	
have no other options except for Metrobus. I love the D2 it is my favorite bus line please don't take it	
away I use it a lot.	Bus Service
For a public transit system to function, it needs to offer convenient, safe, and frequent service to beat out cars and rideshare. Cutting service will not fix a public transit system's problems. Instead, it will stall	
the problem and lead to even less ridership, leading to a negative cycle where service is systematically	
cut. Consider fare increases rather than service cuts, please.	Bus Service
96 bus is my primary method of transit with no bus offering even a similar route at all	Bus Service
Do not take away G2 please because so many Georgetown students use that route and we have no	
other options close by. Thanks	Bus Service
Why aren?t local stakeholders investing more? What can be done to move the needle on that?	Miscellaneous
If the choice is between higher fares vs. cutting service, there FIRST also needs to be better enforcing of	
fares on Metrobus. On a regular basis, I see plenty of riders not even bothering to tap the machine on	
their way into the bus. There's also a lot of malfunctioning card machines that don't properly scan the	
The set of	
Smartrip cards, either. I'm not necessarily asking for more policing of fare-skippers, and in an ideal	
world public transportation would just be free to riders, supported by adequate funding from the	
world public transportation would just be free to riders, supported by adequate funding from the government. Also, I don't understand why the G2 line to Georgetown University's campus is always at	
world public transportation would just be free to riders, supported by adequate funding from the government. Also, I don't understand why the G2 line to Georgetown University's campus is always at risk of being cut. It's the only line that goes straight to the front gates of the university, and seeing that	
world public transportation would just be free to riders, supported by adequate funding from the government. Also, I don't understand why the G2 line to Georgetown University's campus is always at risk of being cut. It's the only line that goes straight to the front gates of the university, and seeing that Georgetown is a huge employer, lots of people depend on this line to get to campus. Additionally,	
world public transportation would just be free to riders, supported by adequate funding from the government. Also, I don't understand why the G2 line to Georgetown University's campus is always at risk of being cut. It's the only line that goes straight to the front gates of the university, and seeing that	
world public transportation would just be free to riders, supported by adequate funding from the government. Also, I don't understand why the G2 line to Georgetown University's campus is always at risk of being cut. It's the only line that goes straight to the front gates of the university, and seeing that Georgetown is a huge employer, lots of people depend on this line to get to campus. Additionally, because of lack of space on campus and restrictions on student housing in the immediate area	Bus Service
world public transportation would just be free to riders, supported by adequate funding from the government. Also, I don't understand why the G2 line to Georgetown University's campus is always at risk of being cut. It's the only line that goes straight to the front gates of the university, and seeing that Georgetown is a huge employer, lots of people depend on this line to get to campus. Additionally, because of lack of space on campus and restrictions on student housing in the immediate area surrounding Georgetown, many students now have had to find off-campus parking deeper in DC. Plenty	Bus Service
world public transportation would just be free to riders, supported by adequate funding from the government. Also, I don't understand why the G2 line to Georgetown University's campus is always at risk of being cut. It's the only line that goes straight to the front gates of the university, and seeing that Georgetown is a huge employer, lots of people depend on this line to get to campus. Additionally, because of lack of space on campus and restrictions on student housing in the immediate area surrounding Georgetown, many students now have had to find off-campus parking deeper in DC. Plenty of these students, too, rely on the G2 line. Please don?t make it harder to get across DCI These proposed cuts would make it impossible to get to Georgetown university. I ride the G2 several times a week and depend on it!	Bus Service Bus Service
world public transportation would just be free to riders, supported by adequate funding from the government. Also, I don't understand why the G2 line to Georgetown University's campus is always at risk of being cut. It's the only line that goes straight to the front gates of the university, and seeing that Georgetown is a huge employer, lots of people depend on this line to get to campus. Additionally, because of lack of space on campus and restrictions on student housing in the immediate area surrounding Georgetown, many students now have had to find off-campus parking deeper in DC. Plenty of these students, too, rely on the G2 line. Please don?t make it harder to get across DCI These proposed cuts would make it impossible to get to Georgetown university. I ride the G2 several times a week and depend on it! Please don?t cut off all the routes that go to Georgetown/Burleith1	Bus Service Bus Service
world public transportation would just be free to riders, supported by adequate funding from the government. Also, I don't understand why the G2 line to Georgetown University's campus is always at risk of being cut. It's the only line that goes straight to the front gates of the university, and seeing that Georgetown is a huge employer, lots of people depend on this line to get to campus. Additionally, because of lack of space on campus and restrictions on student housing in the immediate area surrounding Georgetown, many students now have had to find off-campus parking deper in DC. Plenty of these students, too, rely on the G2 line. Please don?t make it harder to get across DCI These proposed cuts would make it impossible to get to Georgetown university. I ride the G2 several times a week and depend on It! Please don?t cut off all the routes that go to Georgetown/Burleith! Please ep the C2 and C8 running at the times they are	Bus Service Bus Service Bus Service
world public transportation would just be free to riders, supported by adequate funding from the government. Also, I don't understand why the G2 line to Georgetown University's campus is always at risk of being cut. It's the only line that goes straight to the front gates of the university, and seeing that Georgetown is a huge employer, lots of people depend on this line to get to campus. Additionally, because of lack of space on campus and restrictions on student housing in the immediate area surrounding Georgetown, many students now have had to find off-campus parking deeper in DC. Plenty of these students, too, rely on the G2 line. Please don't make it harder to get across DCI These proposed cuts would make it impossible to get to Georgetown university. I ride the G2 several times a week and depend on it! Please don't cut off all the routes that go to Georgetown/Burleith! Please keep the C2 and C2 running at the times they are Please we the G2I It's vital for my ability to commute to work and to continue living car free in DC!	Bus Service Bus Service
world public transportation would just be free to riders, supported by adequate funding from the government. Also, I don't understand why the G2 line to Georgetown University's campus is always at risk of being cut. It's the only line that goes straight to the front gates of the university, and seeing that Georgetown is a huge employer, lots of people depend on this line to get to campus. Additionally, because of lack of space on campus and restrictions on student housing in the immediate area surrounding Georgetown, many students now have had to find off-campus parking deeper in DC. Plenty of these students, too, rely on the G2 line. Please don? T make it harder to get across DCI These proposed cuts would make it impossible to get to Georgetown university. I ride the G2 several times a week and depend on it! Please don?t cut off all the routes that go to Georgetown/Burleith! Please keep the G2 and C8 running at the times they are Please sure the G21 lits' vital for my ability to commute to work and to continue living car free in DCI Reducing and eliminating service just perpetuates itself. When the bus is not convenient or available,	Bus Service Bus Service Bus Service
world public transportation would just be free to riders, supported by adequate funding from the government. Also, I don't understand why the G2 line to Georgetown University's campus is always at risk of being cut. It's the only line that goes straight to the front gates of the university, and seeing that Georgetown is a huge employer, lots of people depend on this line to get to campus. Additionally, because of lack of space on campus and restrictions on student housing in the immediate area surrounding Georgetown, many students now have had to find off-campus parking deeper in DC. Plenty of these students, too, rely on the G2 line. Please don?t make it harder to get across DCI These proposed cuts would make it impossible to get to Georgetown university. I ride the G2 several times a week and depend on it! Please don?t cut off all the routes that go to Georgetown/Burleith! Please keep the C2 and C8 running at the times they are Please save the G21 It's vital for my ability to commute to work and to continue living car free in DCI Reducing and eliminating service just perpetuates itself. When the bus is not convenient or available, people will not ride it. Eliminating and reducing routes will only lead to a less equitable and less	Bus Service Bus Service Bus Service
world public transportation would just be free to riders, supported by adequate funding from the government. Also, I don't understand why the G2 line to Georgetown University's campus is always at risk of being cut. It's the only line that goes straight to the front gates of the university, and seeing that Georgetown is a huge employer, lots of people depend on this line to get to campus. Additionally, because of lack of space on campus and restrictions on student housing in the immediate area surrounding Georgetown, many students now have had to find off-campus parking deeper in DC. Plenty of these students, too, rely on the G2 line. Please don?t make it harder to get across DCI These proposed cuts would make it impossible to get to Georgetown university. I ride the G2 several times a week and depend on it! Please don?t cut off all the routes that go to Georgetown/Burleith! Please kep the C2 and C8 running at the times they are Please save the G2! It's vital for my ability to commute to work and to continue living car free in DCI Reducing and eliminating service just perpetuates itself. When the bus is not convenient or available, people will not ride it. Eliminating and reducing routes will only lead to a less equitable and less sustainable transit service. To be honest these route cuts could actually lead to me moving to another	Bus Service Bus Service Bus Service Bus Service
world public transportation would just be free to riders, supported by adequate funding from the government. Also, I don't understand why the G2 line to Georgetown University's campus is always at risk of being cut. It's the only line that goes straight to the front gates of the university, and seeing that Georgetown is a huge employer, lots of people depend on this line to get to campus. Additionally, because of lack of space on campus and restrictions on student housing in the immediate area surrounding Georgetown, many students now have had to find off-campus parking deeper in DC. Plenty of these students, too, rely on the G2 line. Please don't make it harder to get across DCI These proposed cuts would make it impossible to get to Georgetown university. I ride the G2 several times a week and depend on it! Please don't cut off all the routes that go to Georgetown/Burleith! Please don't cut off all the routes that go to Georgetown/Burleith! Please we the G2 II do C running at the times they are Please seve the G2 II state or using an other way and to continue living car free in DCI Reducing and eliminating service just perpetuates itself. When the bus is not convenient or available, people will not ride it. Eliminating and reducing routes will only lead to a less equitable and less sustainable transit service. To be honest these route cuts could actually lead to me moving to another city entirely.	Bus Service Bus Service Bus Service
world public transportation would just be free to riders, supported by adequate funding from the government. Also, I don't understand why the G2 line to Georgetown University's campus is always at risk of being cut. It's the only line that goes straight to the front gates of the university, and seeing that Georgetown is a huge employer, lots of people depend on this line to get to campus. Additionally, because of lack of space on campus and restrictions on student housing in the immediate area surrounding Georgetown, many students now have had to find off-campus parking deeper in DC. Plenty of these students, too, rely on the G2 line. Please don? T make it harder to get across DCI These proposed cuts would make it impossible to get to Georgetown university. I ride the G2 several times a week and depend on it! Please don?t cut off all the routes that go to Georgetown/Burleith! Please don?t cut off all the routes that go to Georgetown/Burleith! Please don?t cut off all the routes that go to Georgetown and to continue living car free in DCI Reducing and eliminating service just perpetuates itself. When the bus is not convenient or available, people will not ride it. Eliminating and reducing routes will only lead to a less equitable and less sustainable transit service. To be honest these route cuts could actually lead to me moving to another city entirely.	Bus Service Bus Service Bus Service Bus Service
world public transportation would just be free to riders, supported by adequate funding from the government. Also, I don't understand why the G2 line to Georgetown University's campus is always at risk of being cut. It's the only line that goes straight to the front gates of the university, and seeing that Georgetown is a huge employer, lots of people depend on this line to get to campus. Additionally, because of lack of space on campus and restrictions on student housing in the immediate area surrounding Georgetown, many students now have had to find off-campus parking deper in DC. Plenty of these students, too, rely on the G2 line. Please don?t make it harder to get across DCI These proposed cuts would make it impossible to get to Georgetown university. I ride the G2 several times a week and depend on It! Please don?t cut off all the routes that go to Georgetown/Burleith! Please save the G2 II I's vital for my ability to commute to work and to continue living car free in DCI Reducing and eliminating service just perpetuates itself. When the bus is not convenient or available, people will not ride it. Eliminating and reducing route swill only lead to a less equitable and less sustainable transit service. To be honest these route cuts could actually lead to me moving to another city entirely. The G2 bus is an integral part of my commute to Georgetown University. It is so convenient! Cutting such a route would probably impact my use of the Metrorail system as well, as I would probably choose	Bus Service Bus Service Bus Service Bus Service Bus Service
world public transportation would just be free to riders, supported by adequate funding from the government. Also, I don't understand why the G2 line to Georgetown University's campus is always at risk of being cut. It's the only line that goes straight to the front gates of the university, and seeing that Georgetown is a huge employer, lots of people depend on this line to get to campus. Additionally, because of lack of space on campus and restrictions on student housing in the immediate area surrounding Georgetown, many students now have had to find off-campus parking deeper in DC. Plenty of these students, too, rely on the G2 line. Please don?t make it harder to get across DCI These proposed cuts would make it impossible to get to Georgetown university. I ride the G2 several times a week and depend on it! Please don?t make it harder to get across DCI These proposed cuts would make it impossible to get to Georgetown university. I ride the G2 several times a week and depend on it! Please don?t cut off all the routes that go to Georgetown/Burleith! Please keep the C2 and C8 running at the times they are Please save the G2I It's vital for my ability to commute to work and to continue living car free in DCI Reducing and eliminating service just perpetuates itself. When the bus is not convenient or available, people will not ride it. Eliminating and reducing routes will only lead to a less equitable and less sustainable transit service. To be honest these route cuts could actually lead to me moving to another city entirely. The G2 bus is an integral part of my commute to Georgetown University. It is so convenient Cutting such a route would probably impact my use of the Metrorail system as well, as I would probably choose to drive (I have parking privileges near the University) instead of commute by public transit.	Bus Service Bus Service Bus Service Bus Service
world public transportation would just be free to riders, supported by adequate funding from the government. Also, I don't understand why the G2 line to Georgetown University's campus is always at risk of being cut. It's the only line that goes straight to the front gates of the university, and seeing that Georgetown is a huge employer, lots of people depend on this line to get to campus. Additionally, because of lack of space on campus and restrictions on student housing in the immediate area surrounding Georgetown, many students now have had to find off-campus parking deper in DC. Plenty of these students, too, rely on the G2 line. Please don?t make it harder to get across DCI These proposed cuts would make it impossible to get to Georgetown university. I ride the G2 several times a week and depend on It! Please don?t cut off all the routes that go to Georgetown/Burleith! Please save the G2 II I's vital for my ability to commute to work and to continue living car free in DCI Reducing and eliminating service just perpetuates itself. When the bus is not convenient or available, people will not ride it. Eliminating and reducing route swill only lead to a less equitable and less sustainable transit service. To be honest these route cuts could actually lead to me moving to another city entirely. The G2 bus is an integral part of my commute to Georgetown University. It is so convenient! Cutting such a route would probably impact my use of the Metrorail system as well, as I would probably choose	Bus Service Bus Service Bus Service Bus Service Bus Service
world public transportation would just be free to riders, supported by adequate funding from the government. Also, I don't understand why the 62 line to Georgetown University's campus is always at risk of being cut. It's the only line that goes straight to the front gates of the university, and seeing that Georgetown is a huge employer, lots of people depend on this line to get to campus. Additionally, because of lack of space on campus and restrictions on student housing in the immediate area surrounding Georgetown, many students now have had to find off-campus parking deeper in DC. Plenty of these students, too, rely on the G2 line. Please don't make it harder to get across DCI These proposed cuts would make it impossible to get to Georgetown university. I ride the G2 several times a week and depend on it! Please don't tout off all the routes that go to Georgetown/Burleith! Please don't tout off all the routes that go to Georgetown/Burleith! Please don't tout off all the routes that go to Georgetown/Burleith! Please adon't tou for my ability to commute to work and to continue living car free in DC! Reducing and eliminating service just perpetuates itself. When the bus is not convenient or available, people will not ride it. Eliminating and reducing routes will only lead to a less equitable and less sustainable transit service. To be honest these route cuts could actually lead to me moving to another city entirely. The G2 bus is an integral part of my commute to Georgetown University. It is so convenient! Cutting such aroute would probably inpact my use of the Metrorail system as well, as I would probably choose to drive (I have parking privileges near the University) instead of commute by public transit. Do not eliminate the G2- it is the single most direct way for many Georgetown sudents to get to and	Bus Service Bus Service Bus Service Bus Service Bus Service
world public transportation would just be free to riders, supported by adequate funding from the government. Also, I don't understand why the G2 line to Georgetown University's campus is always at risk of being cut. It's the only line that goes straight to the front gates of the university, and seeing that Georgetown to is a huge employer, lots of people depend on this line to get to campus. Additionally, because of lack of space on campus and restrictions on student housing in the immediate area surrounding Georgetown, many students now have had to find off-campus parking deeper in DC. Plenty of these students, too, rely on the G2 line. Please don't make it harder to get across DCI These proposed cuts would make it impossible to get to Georgetown university. I ride the G2 several times a week and depend on it! Please don't cut off all the routes that go to Georgetown/Burleith! Please don't cut off all the routes that go to Georgetown/Burleith! Please don't cut off all the routes that go to Georgetown/Burleith! Please don't cut off all the routes they are Please and to continue living car free in DCI Reducing and eliminating service just perpetuates itself. When the bus is not convenient or available, people will not ride it. Eliminating and reducing routes will only lead to a less equitable and less sustainable transit service. To be honest these route cuts could actually lead to me moving to another city entirely. The G2 bus is an integral part of my commute to Georgetown University. It is so convenient! Cutting such a route would probably impact my use of the Metrorail system as well, as I would probably choose to drive (I have parking privileges near the University) sintead of commute by public transit. Do not eliminate the G2: it is the single most direct way for many Georgetown students to get to and from campus. This would make it more difficult for Georgetown students to live in DC.	Bus Service

Comment	Category
Please keep the G2 bus. It is integral to keeping Georgetown University accessible and necessary for	Category
students and staff transportation	Bus Service
I would like metro to receive more funding from the DC government and not be a service that needs to	
be profitable. It is a public good and an asset to the city that needs to remain affordable and accessible.	
It?s important for equity that metro buses and trains continue to run often, as well as for climate change. Reduced metro service will leave lower income individuals with no option and higher income	
individuals choosing Ubers, thus enhancing car emissions, single vehicle trips, and greenhouse gases, as	
well as traffic. We need metro to improve service frequency and reliability while keeping fares low in	
order for DC to be a safe, fun, and fair place to live.	Bus Service
Do not cut the G2, D2 and D6 buses!	Bus Service
Please do not cut G2 Eliminating the D2 puts a ton of people in a metro desert. If you?re gonna go through with this, don?t	Bus Service
touch the D2	Bus Service
Many of the proposed cuts decrease access to the Georgetown/Glover park area and would impact	
many people working, commuting for school and people wanting to visit georgetown area	Bus Service
please don't cut off g2; that is Georgetown university's main access to dc.	Bus Service
Please do not reduce services during rush hour and try to keep the fares low. People from all walks of	Form / Form / Porting
life use Metro, please remember that. The G2 is a route I take on a regular basis to get to and from Georgetown University. Additionally, there	Fares/Fees/Parking
are many coworkers and employees who rely on the G2 to get to and off campus. The shuttle drop off	
on 37th St. NW is incredibly convenient to staff and students alike. The next closest bus does not leave	
an accessible route for anyone with accessibility issues as all other routes drop off at the bottom of a	
large hill or in unsafe places due to the amount of traffic in the neighborhood.	Bus Service
Extending metrorail hours will boost ridership, especially among the young community that still makes	
DC vibrant. However, much ridership is still deterred due to the massive public safety issues. I regularly	
see people doing drugs, high on drugs, jumping the faregate, and other illicit activities such as smoking on the metro. Metro Police need to enforce the laws harder, and ensure criminals do not have free	
reign in and around our shared public transportation infrastructure. This problem is especially bad on	
the green line stations.	Fare Evasion/Safety/Crime
We neednthe metro to be open later, not close earlier.	Bus Service
What else can riders do to convince others to give money to WMATA?	Miscellaneous
I use the G12 daily to get to school. The trains during rush hour are often PACKED. Eliminating rush	
hour scheduling will encourage commuters to use alternative transportation and lower ridership. You will get more riders if the Metro is MORE convenient, not less.	Rail Service
will get more riders if the Metro is MORE convenient, not less. Reducing access to bus routes, especially the T2, would be catastrophic for many DC and DMV	
residents. For anyone that does not have the option of driving a car to their location, they depend upon	
the metro bus and metro rail to get to their destinations. These routes are integral to the lives of DMV	
residents as well as the success of local businesses in the area, as well as the ability for people with	
fewer means to travel and work. My grandmother currently lives in a care facility that, unless you take	
a car, can only be accessed via the T2. If the employees at her facility cannot get to work, my	
grandmother and all of the other residents would suffer. I implore you to please not go through with	Pue Carrier
this change, as it would negatively impact so many DMV residents. As a student of Georgetown University, the decision to remove routes that take students to and from	Bus Service
campus (ex. G2 and D6) would be incredibly detrimental to the community. I use G2 for the majority of	
my travel in D.C., and without it I would be forced to take inconvenient and expensive Ubers. I know	
many students who would not be able to afford more expensive travel measures, and I think it is	
essential that the G2 route in particular stay in place. I urge you to please consider keeping it.	Bus Service
Cutting public transportation will make it significantly challenging for working class families to afford	
traveling around DC. Cutting the G2 service and D6 will make public transportation to Georgetown	
virtually non existent making the lack of public transportation already worse. The G2 especially is critical for Georgetown students that do not live on campus many students who	Bus Service
do not have financial constraints tend to live closer to campus in the GEorgetown neighborhood, but	
students trying to find more affordable housing often move farther away and rely on routes like the G2,	
D2, and D6 to get to campus. Considering there is no metro stop near campus and Georgetown	
transportation runs to only a select few locations throughout the city, cutting service on the	
aforementioned lines would pose real challenges for students trying to commute from off-campus	
housing or to internships (many of which are already posing a financial strain considering the time	
commitment without pay). Please, please, please keep the G2 or at least make sure another line is added to include stops at Georgetown's main gates.	Operating Budget Management and Spending
Please don't eliminate the G2 bus. It's as a vital public transport option from Georgetown across the	Operating Budget, Management and Spending
city. Also, please install more tall gates in metro stations to reduce fare evasion. It's a disgrace to see so	
many people jump over the shorter gates.	Bus Service
Canceling the G2 is completely unacceptable - there is no other route connecting Georgetown with the	
Dupont / Adams Morgan part of town. I use this route twice/day, every single weekday, to get to work.	Due Comies
(The routes using M Street, such as the DC Circulator, are prohibitively slow.) I do not understand how you can possibly suggest cutting the D31 bus route, which hundreds of kids	Bus Service
I do not understand how you can possibly suggest cutting the U31 bus route, which hundreds of kids use every day to travel to/from school. You need to find better solutions.	Bus Service
G2 and D6 are vital routes for students at Georgetown University to access the city. Please don?t cut	
them since students do not have alternative forms of access.	Bus Service
Stop people from taking the Metro rail or Metrobuses for free.	Bus Service
Please do not get rid of D2, D6, or G2 bus routes. Lots of the Georgetown community rely on these	
routes for their daily needs and lives.	Bus Service
I?m a student and Georgetown University, and the main way I can access the Red Line is at Dupont Circle. Right now, the D2, D6, and G2 are all vital in terms of getting me from campus to the metro, and	
I use them all multiple times a week. Getting rid of those routes would make my commutes significantly	
longer, and would cut the University off from the city. Please maintain those routes, for all the students	
who use them every day.	Bus Service
I would be devastated if metro cuts G2, D2, and D6 service. I live in Georgetown and am wholly	
dependent on the bus system to get to work and to friends' apartments. I currently take the G2 every	
morning to get to work and take either the D2/D6/G2 to get home. I also use it to connect me to the	
red line. Otherwise, I'd have to walk 30 minutes with my laptop on my back. To see my friends in	
Adams Morgan, I take the G2 to the 42/43. I don't have a car and am a student so I don't know what I'd do without my bus routes. I love the DC buses and would rather pay more than lose them.	Bus Service
Routes like L2 and S2 are really popular, reducing and shortening their service would be really	
detrimental to many residents and commuters.	Bus Service
Please don?t cut the G2	Bus Service
Do not remove Metrobus for D2 (glover park bus), G2 (Georgetown bus) and 33/36 federal triangle bus.	
that i use to get literally EVERYWHERE bc we don?t have a metro at GeorgeTown University!!!! We	Due Comise
disapprove of this proposal The planned cuts would isolate my neighborhood from the rest of the city	Bus Service Bus Service
The planned card would bolate my neighborhood notif the fest of the fity	bassernee

Contract Intermediation Intermediation Intermediation Contract Intermediation Intermediation Intermediation The advance Intermediation Intermediation Intermediation <		
Note the process of the section of the process of the proces of the process of the proces of the process of the proces	Comment	Category
Name place and winds the QL and Chain Chain Chain Chain Chain Quarter and Disc Structures Non-Year Reserved chain Ch		Due Camilan
rige took for densing the struct we have been provided by a struct we may avail the struct we have been provided by a struct we have by a		Bus Service
senses of example of the sense of example of		
Rece domain		Bus Service
pink t enged en and etc. Prote have a relative engine in equitary stanks the point engine eng		
 Sand do not core of 200% esc, shall have surfaced and public base of public strength adapt. Management and figurations: Sand do not core of 200% esc, shall have surfaced and public strength adapt. Management and figurations: Sand do not core of 200% esc, shall have surfaced and public strength adapt. Management and figurations: Sand do not core of 200% esc, shall have surfaced and public strength adapt. Management and figurations: Sand do not core of 200% esc, shall have surfaced and public strength adapt. Management and figurations: Sand do not base of 200% esc, shall have surfaced and public strength adapt. Management and figurations: Sand do not base of 200% esc, shall have surfaced and public strength adapt. Management and figurations: Sand do not base of 200% esc, shall have surfaced and public strength adapt. Management and figurations: Sand do not base of 200% esc, shall have surfaced and public strength adapt. Management and figurations: Sand do not base of 200% esc, shall have surfaced and public strength adapt. Management and figurations: Sand do not base of 200% esc, shall have surfaced and public strength adapt. Management and figurations: Sand do not base of 200% esc, shall have surfaced and public strength adapt. Management and figurations: Sand do not base of 200% esc, shall have surfaced and public strength adapt. Management and figurations: Sand do not base of 200% esc, shall have surfaced and public strength adapt. Management adapt. Management and figurations: Sand do not base of 200% esc. Sand figurations: Sand do not figuratio	there is literally no other way to get to the Georgetown campus on public transportation. I rely on	
mightly or stands aus of both or get a compa and is well a highly derived to the star particle from the star star star both of a star star both of a particle for the star star both of a particle for the star star both of a star both of a star both of a particle for the star star both of a particle for the star star both of a particle for the star both of	public transportation to get around DC and taking a rideshare multiple times a week to get to class	
loo that sees The Pay on the Pay or conjection. Constraining the coli bank of the Pay of Pay		
 Link to the decing the metres on the densemble of the leng parallelist to terrel link present by the decing the metres on the densemble way to terrel link present by the decing the densemble way to the present by the decing the densemble way to the present by the decing the densemble way to the present by the decing the densemble way to the present by the decing the dec		
papel action for bot of commune on the area papel action for bot of commune on the area papel action for the area of commune of the area of the area of the area bots in the area of the area bots in the area of the area		Operating Budget, Management and Spending
Hase Be functing unsets 2 - consert and efficient based in the start at provide a consert of the second of the one in the start at the lass like 1 in to be in the second of the one in the start at the lass like 1 in to be in the second of the one in the start at the lass like 1 in to be in the second of the one in the start at the lass like 1 in to be in the second of the one in the start at the lass like 1 in to be in the second of the one in the start at the lass like 1 in to be in the second of the one of the second of the the lass like 1 in to be in the second of the one of the second of the the lass like 1 in to be in the second of the second of the second of the the lass like 1 in the second of the second of the second of the the lass like 1 in the second of the second of the second of the second of the the second of the second of the second of the second of the second of the the second of the second of the second of the second of the second of the the second of the second of the second of the second of the second of the the second of the second of the second of the second of the second of the the second of the		
ging a george of a longe statet. Under state state the state state is an electronic of the anter el		Bus Service
ionspace price of the price of		
he is single into the thy a categories and end into the way. There was the that are and into the search of the sea		
Instruct 2 Description of the second of the se		
Haab and existing to S. ray on this line 6 get to earl, and y commute will be too a sore does not a sore of the Section of the		Bus Service
HLAGE HLEP IDE DANO G2 BUS INDUES. So may people right mbm. I so bust trees daimine Ioo Server. HLAGE HLEP IDE DANO G2 BUS INDUES. So may people right mbm. I so bust trees do le trangonation atoms to bus Ioo Server. Caracteriza at an atom to a the me or othe transportation atoms to bust trees do le transportation atoms to caracteriza atoms to bust any people registery. You can alkee as data inter to bust the monotaning Georgetum employees at a subset. The induebs people metano in the state atoms to anotant atoms to bust atoms to the state atoms to anotant atoms to bust atoms to anotant atoms to bust atoms to anotant atoms to anotant atoms to bust atoms to anotant atoms to anotanto atoms to anotant atoms to anotant atoms to anotant ato		
Genergination and units there is no lear bars or abort strangport that the strangport of the stra	without it.	Bus Service
Processor Processor	PLEASE KEEP THE D6 AND G2 BUS ROUTES. So many people rely on them. I use both twice daily in	
Cit personal manual control Booked Cit personal manual control Booked <td< td=""><td></td><td></td></td<>		
Fro but routes 1: is important to consider areas that lock any other mesor of public transportation. The Can be aver important to many community of expression and addets. This inclusion is a single-family densities on the action and addets. This inclusion is a single-family densities on the action and addets. This inclusion and any addets that is a single-family densities on the action and addets. This inclusion and addets the single-family densities on the action and addets the addets the single-family densities on the action and addets the addets the single-family densities on the addets		
I bit is your important for many commuting competence minipores and subsets. This includes with importants is also is minipores and subsets. This includes with importants is also is minipores and subsets. This includes with importants is also is minipores and subsets. This includes with importants is could be accessfully in a relation and regregation and marked begin of the many table, and equilable form of transportants, and a with importants is could be accessfully includes and with importants. The many table is many table is also is the could be accessfully includes and with importants. The many table is also is the could be accessfully includes and with importants. The many table is also is the could be accessfully includes and with the could be accessfully includes and with the could be accessfully includes and be accessfully and be accessfully includes and		Bus Service
professors with dense of the bor, my owners in the drageness or the careful control of the opper owner of the targeness of the careful control of the opper owner of the targeness of the targene		
Indepine the high is get in the		
and readous vails disposable income in the cyremer. It an erutin that the removal of this line work cause a guild readous there is needy proved one of the VET service in the VET servic		
wald sug significant etriments on wy perception and my perc progetion of the Methods. Bus Service Annotation of the Service Annotation of the Service Annotation of the Service Annotation of Service		
Nalit cannot a construct or second bill, it is a reliable, and equivale form of transportation, and on environmental conclusion thice. Sincered hype roles are not effect to resource within the ana. Is environmental conclusion thice. Sincered hype roles are not effect to resource within the ana. In the problem of the continuumb, and environ it accessibility to resources within the ana. Is environmental conclusion the continuumb, and environ it accessibility to resources within the ana. In the problem of the continuumb, and environ it accessibility to resources within the ana. Is environmental continuumb, and environ it accessible reliable of the contit accessible reliable of the continuumb, and environ i		Rus Service
environmental workshow choice where is increased or the wereak with the ana excession or environmental and eventy and a construction of the decigned of the wereak to remove the work of the decigned of the wereak to remove the work of the decigned of the work of the decigned of the wereak to remove the work of the decigned of the wereak to remove the work of the decigned of the second of the wereak to remove the work of the decigned of the second of the wereak to remove the work of the decigned of the second of the		
component of our community, and exerports accessible to resource within the rank. The G bab lines but only one in designed and use it everyd. Termore it would be a but on while first and urge you not to please the group to any one in the segret to any other to a		
The G2 but los is the only ose in decemptoour and Lust it everyday. To remove it would be detrimental user would will be detrimental user would be d		Bus Service
bory yeilpif, and Luge yeu not belead to my deliver and the plead to my deliver and th		
Resp Georgeouw connected to public transport! Bue Service Intersite is start and start is in difficultable. This city is an IVC. Citting wrice by reducing frequency or eliminating stops would incomentence people and directions would for method. Catality reducting the marks is main a factorial intersite. According the marks of an intersite start at all reductions. This city is an intersite. According the marks of an intersite start at all reductions. This city is an intersite. According the marks of an intersite start at all reductions is available and the cities and completity reduct service to Bue conduct its available and the cities and completity reduct service to Bue conduct its available and the cities and completity reduct service to Bue conduct its available and the cities and completity reduct service to Bue conduct its available and the cities and completity reduct service to Bue conduct its available and the cities and completity reduct service to Bue conduct its available and the cities and completity reduct service to Bue conduct its available and the cities and the analysis of the cities and the cities and the analysis of the conduct its available and the cities and the service cut behavior for an anise and neighborhood. How will device the bueles to available and results be an designborhood. How would where the marks of the analysis of the anole to available and the bit		Bus Service
Instance Box Service Control Box Service Control Box Service Service Box Service		
Cutring/Facturing har many busines is indicators. This ciry is not prepared to handle the influe of car Fact final shared doce from reckuting accessible public transit. Additionally, the increased number of bikes on the raad due to bus routs cuts would lead once bike-ar related deaths in the city-a tistics that is a dired of due routs cuts would lead once bike-ar related deaths in the city-a death of the car related death of the car related of the microases (Which really just affer people who due the we white collar (iso, which pay for transit) and where the car relation death of the car related of the microases (Which really just affer people who due the we white collar (iso, which pay for transit) and where the subset of the proposed cuts. I close an apartment exet to the DS D 2 and G2 because at part decated we will be allocated to metro. If any city is table death of the proposed cuts. I close an apartment exet to the DS D 2 and G2 because at part decated whole in the public due on ear to relation the server day. If a server the control of the proposed cuts. I close an apartment exet to the DS D 2 and G2 because at part decated whole in the public due on ear to an englishondod). If any control to the ear avery If a server the control of the proposed cuts. I close an apartment exet to the DS D 2 and G2 because at part decated whole in the public due on ear to an englishondod. If a service If a service If a service at the service way If a service at search way at the service way at	If metro is fast and easy to use, more people will use it - as in NYC. Cutting service by reducing	
traffic That would come from reducing accessible public trainst. Additionally, the increased number of bites on the road to bus route cate would set on one bites are related desits in the city a tatistic that a lareacy dangerous high, in particular, cutting all of the C, D2, and D B lines would Georgetor University employees get to work? How will neighborhood relates that would come the relation and and y dorified increases the neighborhood. How will sees that UAAAT has not thought through how a related in their services will domainsailly interest the quality of life around the city. It sees that UAAAT has not though through how a related in their services will domainsailly interest the Q2 has not block through how a related in their services will domainsailly interest the Q2 has not block through how a related in their services will domainsailly interest the Q2 has not block through how a related in their services will domainsailly interest the Q2 has not block through how a related in their services will domainsailly interest the Q2 has not block through how a related in their services will domain all notes through how a related in their services that and their services of their services of their services of the services of their se	frequency or eliminating stops would inconvenience people and drive them away from metro.	Bus Service
biers on the rand due to bus round eaks ound leaks to more bie-car related deaths in the eir, a statist that is already sugnerouth jub, in particular, cutting all of the C2, D2, and Bo lines would completely relace service to Googetown - an already borderline in accessible neighborhood. How will Googratown University repulyones, get to work? How will registrobund or allower to do work mow in an adversity requires and the outhor to work? How will registrobund or allower to do work mow in accessing to the outhor to how and registrobund or allower to do work mow increases (Which really just affect seeple will death that we white orallar jubs, which any for transful or increases (Which really just affect seeple will death that we white orallar jubs, which any for transful or werkeles entering DC or a parting portments and hubiness to par- instructed of and increases (Which really just affect seeple will death that we white orallar jubs, which any for transful or werkeles entering DC or a parting tax could be allocated to metro. The inapacted bus coulds and all reductions would adveces (Which and and regulatorized) for my daily commute to Googratown and Glowe Park. Go Bearderline to a neil and entering that we will read affert dails ever day. The inapacted bus coulds and allow park in gene more than a partment free to the D5, D2 and Go Bearderline that same way. Go Bearderline that same way. Go Bearderline that registes it. In an tondy opposites to do for park in more and allower park in gene for the same way. Go Bearderline that registes it. In an tondy opposites to do for park in more theore and that that so ourder to D5, D2 and Go Bearderline that registes it. In an tondy opposites to do for park in more and that that so ourderline that registes it. In an tondy opposites to do for park in the sa desire to increase freasing. In an tondy opposites to do for park in the sa desire to increase freasing. In an tondy opposites to do for more and allower for theore in that the depend on the G 2 tog eff from how and feet		
statistic tai already dangeroups high, in particular, cutting all of the 50, 20, and 05 lines would decorption University employees get to work? How will neighborhood residents travel to downtown? It seems that WARA has not thought how an already bordering increases it neighborhood. How will decorption University employees get to work? How will neighborhood residents travel to downtown? It seems that WARA has not thought how an eduction in their services will dramaticility impact the quality of file around the city. It seems that WARA has not thought through how a reduction in their services will dramaticility impact the quality of file around the city. It seems that WARA has not thought through how a reduction in their services will dramaticility increase (Wilch really just file to work how their and neighborhood). Hengia at auco increases (Wilch really just file to work how their and neighborhood). Hengia at auco increases (Wilch really just file to work how their and neighborhood). Hengia at auco increases (Wilch really just file draw how their collar juby, which pay for transit) increases (Wilch really just file draw how their collar juby, which pay for transit) increases (Wilch really just file draw how their collar juby, which pay for transit) increases (Wilch really just file draw how their collar juby, which pay for transit) increases (Wilch really just file draw how their may helphothood) who would be auco service 2 de state jub to drag to state set of collow fark. I file for access to decorption university is filling ampus. Employees and students user will interactive and there are very for whor for jubst will be more that is a distribution of the set of service 2 de	traffic that would come from reducing accessible public transit. Additionally, the increased number of	
compietry reduce service to Georgeours		
Georgeow University employes get to work? How Will neighborhood reidents travel to downtown impact the quality of life around he dty. Bus Service Bus Service Bus Service Che the budget hoff falle baddressel by getting governments and businesses to pay- instead of rate increases (Which really ust affect people wind ont have white-collar jobs, which pay for transit) or which sentering IC or a parting tax could be allocated to metro. Operating Budget, Management and Spending The inpacted bus contess and all reductions would adverselly impact my life yeliminating all routes for my daily commute to Georgetown and Glove Park. Beservice CB bebaget hoff the adverselly bus diffect lower income time my englibibibibibility of how ould be impacted bus contess and all reductions would adverselly impact my life yeliminating all routes for my daily commute to Georgetown and Glove Park. Beservice CB bebaget bubble, bubbl		
it gent shar WMATA has not hought through how a reduction in their services will dramatically bus free of the post of the around he top. Service associated of the formation of the service of the servic		
impact the quality of life around the city. bus Service See the G2 bur torate Bus Service Make M0 and VA chip in Miceleaneous Can the budget shortable baddenesed by getting governments and busineses to pay-instead of networks Bus Service Service L01 Service factor barres Bervice Can Service And Service Can Service Servic		
Save the G2 bus route Bus Service Make MD and VA bip in Mixcellaneous Can the budget shortfall be addressed by getting governments and businesses to pay-instead of rate increases (Which really just affect power income riders and neighborhoods). Perhaps at xo on vehicles antering to Q- or paring tax could be allocated to metro. Operating Budget, Management and Spending The impacted bus routes and all reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown university and do not have a cri. cannot afford taxis every day. There are many other students wholl use in my building (and mare in my neighborhood) who would be fugueted the same way. Bus Service Q2 is viait for access to Georgetown University, and parking is externely limited. Bus Service Bus Service Q3 is bit for access to Georgetown University, and parking is externely limited. Bus Service Bus Service Q3 is viait for access to Georgetown University, and parking is externely limited. Bus Service Bus Service Q3 is viait for access to Georgetown University, and parking is externely limited. Bus Service Bus Service Q1 is viait for access to Georgetown University, and parking is externely limited. Bus Service Bus Service Q1 is viait for access to Georgetown University, and parking is externely limited. Bus Service Bus Service Q2 is viait for access to Georgetown University	It seems that WMATA has not thought through how a reduction in their convices will dramatically	
Make MD Miccellaneous Can the budget shortallie badressed to getting governments and buisness to pay-insteed of rate increases. (Which really just affect poor locating disc, which pay for transit) or swhice services and rail reductors would adversely impact my life by eliminating all routes for my duly commute to Georgetown and Glover Park. Operating Budget, Management and Spending The impacted bus courses and rail reductors would adversely impact my life by eliminating all routes for my duly commute to Georgetown and Glover Park. Bus Service Will not be able to get to schol with the proposed colls. (Those an apartment next to the 6, 02 and G2 because ig not Georgetown University and do not have s car. I cannot afford task every day. There are many other states to Georgetown University. And parking is governelly immited. Bus Service G2 bits to acceptations would adverse to Georgetown University. and parking is more adverse to Georgetown University. Hill co campus. Employees and students use this route frequently and there are very few other options to get to Georgetown Hospital with so much of DC, there is and a good metor rail line that reglaces it. Bus Service Bits for acceptation particularly if there is a desire to increase ridership. Lan withing to para to there of a local reglace with adverse it for the set of service. Accel colling metor or at Stations outlight. I also think one train every 15 minutes for any hour weekday service is not acceptation particularly if there is a desire to increase ridership. Lan with the there if Lan right the dread adverse in thorase ridership. Lan with table there if Lan right there is a service at Dann would reget right to theset is service. Nacce at Dann would reget right to the set is to		
Can the budget shortfall be addressed by getting poverments and buginesses to pay- indexed of rate increases (Winh really just affet clopen who don't have white hoal rolps, which pay for transft or service cuts (which disproportionately affect lower income rides: and neighborhoods), Perhaps a tax on operating Budget. Management and Spending (Can the budget shortly affect lower income rides: and neighborhoods), Perhaps a tax on operating Budget. Management and Spending (Can the balie to get to strool with the proposed cuts. I chose an apartment next to the D6, D2 and C3 because ig to Georgeoux nultwersity and don chave a car. I cancer affort cuts werey day. There are many other students who low in my building (and more in my neighborhood) who would be impacted the same way. C2 is vital for access to Georgeoux nultwersity? Hilling campus. Employees and students use this route frequentity and there are very (we to trooptions to get to Georgeoux nultwersity. and parking is externely limited. D6 is the most important route for me and connects Georgeoux nultwersity. and parking is externely limited. D6 is the most important route for me and connects Georgeoux nultwersity. There is not a good metro rail line that replaces it. I am strongk opposed to closing metro and statons courtight. I also think one train every 15 minutes for rush hour weekday service is not acceptable particularly if there is a desire to increase ridership. I an willing to pay abit there's of service. Accel do closing metro at 100m would been why take the metro there'il camp is there at 100m would redue direship to theaters, sporting venues, etc near stations who have late night events with a lot of people. Why take the metro there'il camp is the meta eleverato? No should invest in high speed train to Baltimore. Also please introduce express trains instead of coling certan tatios. Rease don't leng forting the adjeent on the G2 to get from home to wat fing basit field for the redue of the reduminuity with the understanding that debut hoppon. Please	impact the quality of life around the city.	
increase (Which really just affect people who don't have white eolar jobs, which pay for transit) or service us (which disproportionative) affectiones und advectiones done and experiences and an effect pay enteries and an effections would advections would advect the service advections would adv	impact the quality of life around the city. Save the G2 bus route	Bus Service
service to (which disproportionately affect tower income iders and neighborhoods). Perhaps at axon whiches enterling C or a parking taxe could be allocated to metro. Operating Budget, Management and Spending by Service Bus	impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in	Bus Service
vehicles entering CC or a parking tax could be allocated to metro. premoting Budget, Management and Spending premoting Budget, Management and Spending support of the instructions word adversely impact my life by eliminating allow Bus Service support of the service support of the proposed cuts. I chone an partment next to the 0, 02 and C2 because Ig to Georgetown University and do no have a car. I cannot afford taxis every day. C2 because Ig to Georgetown University's Hilltop campus. Employees and students use this route requently and ther are very few to poptions tog to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few tor options tog to Georgetown University. and parking service C3 bis the rost important route for me and connects Georgetown University. and parking service IB use Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service All	impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate	Bus Service
The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown University and on the base a na partment next to the D6, D2 and C2 because [to be Georgetown University and on the have a car. I cannot afford task every day. There are many other students who live in my building (and more in my neighborhood) who would be limpacted the same way. C2 Si vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University's and parking is be service. Bus Service C2 Si vital for access to Georgetown University's and parking is be service in a good metro all net that replaces it. Bus Service C2 Si vital for access to Georgetown University and parking is bus Service C2 Si vital for access to Georgetown University and parking is bus Service C2 Si vital for access to Georgetown University and parking is bus Service C2 Si vital for access to Georgetown University and parking is bus Service C2 Si vital for a good metro call net that replaces it. Bus Service C2 Si vital for a carbon work service for increase definition of the service Carbon work were to increase definition of the service Carbon work were to increase definition work of the get to Georgetown University and Carbon vork of the get to Carbon work were to increase definition to definition to Baltimore. Also please introduce express Trains instead of Carbon work work were the service between Georgetown University and Logan Crife. This is the only public transit option for many students and staff that depend on the G2 to get from home to work every day. There is a valuable public resource that should be service for Carbon work were were service between Georgetown University in gard to work were were that executing were service the meets of the community with the understanding that det will happen. The service for other service between Georgetown University and Carbon Crife. This is the onl	impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or	Bus Service
i will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because [pot 6 Georgetown University's Hillop campus. Employees and students use this route impacted the same way. C2 is valt for access to Georgetown University's Hillop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is exermedy limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it. I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for runk hour weekly service is not acceptable particularly if there is a desire to increase ridership. I am willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce idenship to theeters, sporting venues, etc. near stations who have late night events with al to of people. Will take the meto there if I can't get home afterwards? Rail Service Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the only public transit option for many students and staff that depend on the G2 to get from hore town werey day. Bing back the G9 route please! As an avid user of the Red Line (getting on at Glemmont) and switching to the Blue/Orange/Silve (at Metro Chener), cutting the anount of trains servicing these stations would greatly impact my commute to and from work. The metro should the considered eccessify as a for-profit bionisme, it should use service Bus Service Please dent eliminate G2, as and 33 metro bus routes. Use for the Red Line (getting on at Glemmont) and switching to the Blue/Orange/Silve (at Metro Chener), cutting the needs of the community with the understanding that dety will happen. Please don't eliminate G2, as and 33 metro bus routes. Use gervice Please don't eliminate G2, as and 33 metro bus routes. Use gervice by those states more. Cutting servic	Impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on	Bus Service Miscellaneous
G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are very few with my building (and more in my neighborhood) who would be guas fervice. Bus Service G2 is stuff for access to Georgetown University's Hillop campus. Employees and students use this requerting and there are very few other options to ge to Georgetown University. and pulse students use this requerting is extremely limited. Bus Service D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not ago of metror all line that replaces it. Bus Service I am strongly opposed to closing metror all stations outright. I also think one train every 15 minutes for university. and pulse in there are very few use, et care stations who have late in the reserver few use, et care stations who have late in the reserver few use, et care stations who have late inflet events with a lot of people. I am strongly opposed to closing metror all stations outright. I also think one train every 15 minutes for our build inverse, et care stations who have late inflet events with a lot of people. Wu sub duri meves, et care stations who have late inflet events with a lot of people. Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the our stations of trains eventing that depend on the G2 to get from to the work of the Georgetom certain stations. Bus Service Bring back the G9 route please! Bus Service Bus Service Bring back the G9 route please! Bus Service Bus Service Bring back the G9 route plea	Impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro.	Bus Service Miscellaneous
are many other students who live in my building (and more in my neighborhood) who would be impatted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University, and parking is externedly limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro roll line that replaces it. I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce ridership to the atters, sporting venues, etc near stations who have late night events with a lot of people. Wy take the metro there if 1 can't get home afterwards? You should invest in high speed train to Baltimore. Also please introduce express trains instead of levely day. Brease keep the G2 or some other service between Georgetown University and Logan Circle. This is the only public trains togetion for many students and staff that depend on the G2 to get from home to work every day. Brease keep the G2 or some other service between Georgetown University and Logan Circle. This is the only public trains togetion for many students and staff that depend on the G2 to get from home to work to and from work. The metro shouldn't be considered necessarity as a for-profit buiness, it should be considered as something to meet the needs of the community with the understanding that detty will happen. Please don't eliminate G2, at and 33 metro bus routes. Uncrease cost of privality or thome work will bus outs a tabel buel/Orange/Silver (at Metro Centry), cutting the amount of trains servicing these stations would greatly impact my commute to and from work. The metro should have to use work ATA for things outside of their commute. Longer wait times really dissude people from using the system when they might othewise, which is a bug log ton trains. U	Impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes	Bus Service Miscellaneous Operating Budget, Management and Spending
impacted the same way. (23 ivital for access to Georgetown University's Hilltop campus: Employees and stude to the set with route frequently and there are very few other options to get to Georgetown University, and parking is extremely limited. Dis is the most important route for me and connects Georgetown Hospital with so much of DC, there is land study opposed to closing metor rail stations outright. I also think one train every 15 minutes B us Service Ham strongly opposed to closing metor rail stations outright. I also think one train every 15 minutes B us Service is not acceptable particularly if there is a desire to increase ridership. I am willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce ridership to theaters, sporting venues, etc near stations who have late night events with a lot of people Why take the metro there if I can't get home afterwards? Wu subuil invest hing his peder train to Baltimere. Also pease introduce express trains instead of closing cratin stations Please keep the G2 or some other service between Georgetown University and Logan Cirel. This that Bus Service Bus Serv	impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park	Bus Service Miscellaneous Operating Budget, Management and Spending
G2 is viail for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University, and parking is bus Service bus Service bus Service bus Service bus Service cam and users the registration of the regettratin the registration of the registration of the r	Impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There	Bus Service Miscellaneous Operating Budget, Management and Spending
frequently and there are very few other options to get to Georgetown University. and parking is extremely limited. Bus Service Bus Service Bus Service De is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it. Bus Service I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes Bus Service I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes Rail Service Visit bus the metro there if I can't get home afterwards? Rail Service Vus shuid invest in high speed train to Baltimone. Also pleas introduce express trains instead of closing certain stations Rail Service Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the depend on the G2 to get from home to work every day. Bus Service Bring back the G9 route please! Bus Service Bus Service Bring back the G9 route please! Bus Service Bus Service Bring back the G9 route please! Bus Service Bus Service Bring back the G9 route please! Bus Service Bus Service Bring back the G9 route please! Bus Service Bus Service Bring back the for hore the needs of the community with t	Impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be	Bus Service Miscellaneous Operating Budget, Management and Spending Bus Service
extremely limited. Bus Service D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it. Bus Service I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for withing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce ridership to theaters, sporting venues, etc near stations who have late night events with a lot of people. Rail Service Why take the metro there if I can't get home afterwards? Rail Service You should invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations Rail Service Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the only public transit option for many students and staff that depend on the G2 to get from home to work As an avid user of the Red Line (getting on at Glemmont) and switching to the Blue/Orange/Silver (at Metro Center), cutting the amount of trains servicing these stations would greatly impact my commute to and from work. The metro shouldn't be considered necessarily as a for-profit business, it should be considered as something to meet the needs of the community with the understanding that detter will happen. Bus Service Please dort eliminate G2, 31 and 33 metro bus routes. Bus Service Increase cost of parking? particularly in MD and VAI Metro is a valuable public resource that should be supported by those states more. Cutting service seems like a bad labe cause it will decrease local usage, particularly for those whore mistores has improved l?m happay bub that ast 1 im en my travel to the bus or metro. I	impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be impacted the same way.	Bus Service Miscellaneous Operating Budget, Management and Spending Bus Service
DG is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it. I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for rush hour weekday service is not acceptable particularly if there is a desire to increase riddership. I am willing to pay a bit more to maintain levels of service. Also closing the metro at 100 m would reduce ridership to theaters, sporting venues, etc near stations who have late night events with a lot of people. Why take the metro there if I can't get home afterwards? You should invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the only public transit option for many students and staff that depend on the G2 to get from home to work every day. Bring back the G9 route please! As an avid user of the Red Line (getting on at Glemont) and switching to the Blue/Orange/Silver (at Metro Center), cutting the amount of trains servicing these stations would greatly impact my commute to and from work. The metro should'n the considered necessarily as a for-profit business, it should be considered as something to meet the needs of the community with the understanding that debt will happen. Please don't eliminate G2, 31 and 33 metro bus routes. Increase cost of parking ? particularly in MD and VAI Metro is a valuable public resource that should be supported by those states more. Utting services seems like a bid leab because it will decrease local use, particularly for those who primarily or often use WMATA for things outside of their commute. Longer wait times really dissuade people from using the system when they might to therwise, which is a big long term loss. Live tracking for buses and metros has improvements! Keep the focus on trong technically Bus ETA is most accurate). WMATA has had lots of improvements! Keep th	impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route	Bus Service Miscellaneous Operating Budget, Management and Spending Bus Service
not a good metro rail line that replaces it. Bus Service I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minuses for rush hour weekdy service is not acceptable particularly if there is a desire to increase ridership. I am willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce ridership to theaters, sporting venues, etc near stations who have late night events with a lot of people. Rail Service Why take the metro three if I can't get home afterwards? Rail Service You should invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations Rail Service Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the only public transit option for many students and staff that depend on the G2 to get from home to work every day. Bus Service Bring back the G9 route please! Bus Service Bus Service As an avid user of the Red Line (getting on at Glemont) and switching to the Blue/Orange/Silver (at Metro Center), cutting the amount of trains servicing these stations would greatly impact my commute to and from work. The metro shouldn't be considered necessarily as a for-profit business, it should be considered as something to meet the needs of the community with the understanding that debuilt happen. Bus Service Please keep th g2 and 33 metro bus routes. Bus Service Bus Service Increase cost of parking ? particularly in MD and VAI Metro is a valuable public resource that should be log log ther moles stats more. Cutting service seems like a bad idea because it will decrease loc cal us	Impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be Impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is	Bus Service Operating Budget, Management and Spending Bus Service Bus Service
i am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for rush hour weekday service is not acceptable particularly if there is a desire to increase ridership. I am willing to apa yab tim ore to maintain levels of closing the metro at 10pm would reduce ridership to theaters, sporting venues, etc near stations who have late night events with a lot of people. Why take the metro there if I can?t get home afterwards? You should invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations Please keept he 62 or some other service between Georgetown University and Logan Circle. This is the only public transit option for many students and staff that depend on the G2 to get from home to work Bring back the G9 route please! Metro Center), cutting terry on different of the Blue/Orange/Silver (at Metro Center), cutting the amount of frains servicing these stations would greatly impact my commute considered as something to meet the needs of the community with the understanding that debt will happen. Please keept those states more. Cutting service seems like a bad idea because it will decrease local usage, particularly for those who primarily or often use Bad idea because it will decrease local usage, particularly for those sub and tos because it will decrease local usage, particularly for those sub more. Litus Fransit and BusFTA forms outside of their commute. Longer wait times really dissuade people from using the system whon they might otherwise, which is a big long term loss. Live Tracking for buss and mores has improved 17 m happy about that as 1 time my travel to the bus or metro. Live Transit and BusFTA (transit has a better interface even though I know technically Bus ETA is most accurate). WMATA has had lots of improvements I keep the focus on strong stefy controls and necessary capital improvements to keep the system wonking forward. WMATA does	impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is extremely limited.	Bus Service Operating Budget, Management and Spending Bus Service Bus Service
rush hour weekday service is not acceptable particularly if there is a desire to increase ridership. I am willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce ridership to theaters, sporting yenues, etc near stations who have late night events with a lot of people. Why take the metro there if I can?t get home afterwards? You should invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations Rail Service Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the only public transit option for many students and staff that depend on the G2 to get from home to work every day. Bring back the G9 route please! As an aid user of the Red Line (getting on at Glemnont) and switching to the Blue/Orange/Silver (at Metro Center), cutting the amount of trains servicing these stations would greatly impact from yound to detect and considered as some thang to mount of trains servicing these stations would greatly impact the considered as some thang to meet the needs of the community with the understanding that debue Increase cost of parking ? particularly in MD and VAI Metro is a valuable public resource that should be supported by those states more. Cutting service seems like a bad idea because it will decrease local usage, particularly for those who primarily or often use WMATA for things outside of their commute. Longer wait times really dissuade people from using the system when they might otherwise, which is a big long term loss. Live tracking for busses and metros has improved! I'm happy about that as 1 time my travel to the bus or metro. Luse Transit and BusETA (transit has a beter interface even though I know technically bus States and necres has improved! Res public presounce that should be long at the is nost accurate). WMATA has had lots to fimprovements I keep the focus on strong stefy controls and necessary capital improvements I keep the focus on strong	impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is extremely limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce ridership to theaters, sporting venues, etc near stations who have late night events with a lot of peop Why take the metro there if lan?t get home afterwards? You should invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations Please keep the G2 or some other service between Georgetown University and Logan Circle. This is tho only public transit option for many students and staff that depend on the G2 to get from home to work every day. Bring back the G9 route please! As an avid user of the Red Line (getting on at Glenmont) and switching to the Blue/Orange/Silver (at Metro Center), cutting the amount of trains servicing these stations would greatly impact my commute to and from work. The metro shouldn't be considered necessarily as a for-profit business, it should happen. Please don't eliminate G2, 31 and 33 metro bus routes. Increase cost of parking ? particularly in MD and VAI Metro is a valuable public resource that should supported by those states more. Cutting service seems like a bad idea because it will decrease local usage, particularly for those who primarily or often use WMATA for things outside of their commute. Longer wait times really disuade people from using the system when they might otherwise, which is a big long term loss. Live tracking for buses and metros has improved l?m happy about that as I time my travel to the bus or metro. Luse Tranist and BusETA (tranist has a better interface even though I know technically Bus ETA is most acurate). WMATA has had lots of improvements I keep the focus on strong safety controls and necessary capital improvements I keep the focus on strong safety controls and necessary capital limprovements I keep the system whom they for thome wong forward. WMATA does	Impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be Impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is extremely limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it.	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
ridership to theaters, sporting venues, etc near stations who have late night events with a lot of people. Why take the metro there if I can?t get home afterwards? Rail Service You should invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations Rail Service Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the only public trains to ption for many students and staff that depend on the G2 to get from home to work every day. Bus Service Bring back the G9 route please! Bus Correct Provide Please in the ingetting on at Glemmont) and switching to the Blue/Orange/Silver (at Metro Center), cutting the amount of trains servicing these stations would greatly impact my commute to and from work. The metro shouldn't be considered necessarily as a for-profit business, it should be supported Pleinniate G2, 31 and 33 metro bus routes. Increase cost of parking ? particularly in MD and VAI Metro is a valuable public resource that should be supported by those states more. Cutting service seems like a bad idea because it will decrease local usage, particularly for those who primarily or offen using they system when they might otherwise, which is a big long term loss. Live tracking for buses and metros has improved II mappy about that as I time my travel to the bus or metro. Live Strainst and BusTA (transit has a better interface even though I know technically Bus STA is most accurate). WMATA has had lots of improvements Keep the focus on strong safety controls and necessary capital improvements to keep the system moving forward. WMATA does	Impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this routes frequently and there are very few other options to get to Georgetown University. and parking is extremely limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it. I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
You should invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations Rail Service Rail Service Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the only public transit option for many students and staff that depend on the G2 to get from home to work every day. Bring back the G9 route pleasel Bus Service As an avid user of the Red Line (getting on at Glenmont) and switching to the Blue/Orange/Silver (at Metro Center), cutting the amount of trains servicing these stations would greatly impact my commute to and from work. The metro shouldn't be considered necessarily as a for-profit business, it should be considered as something to meet the needs of the community with the understanding that detb will happen. Please don't eliminate G2, 31 and 33 metro bus routes. Increase cost of parking ? particularly in MD and VAI Metro is a valuable public resource that should be supported by those states more. Cutting service seems like a bad idea because it will decrease local usage, particularly for those who primarily or often use WMATA for things outside of their commute. Longer wait times really dissuade people from using the system when they might otherwise, which is a big long term loss. Live tracking for buses and metros has improved I?m happy about that as I time my travel to the bus or metro. I use Transit and BuSETA (transit has a better interface even though I know technically Bus ETA is most accurate). WMATA has had lots of improvements! Keep the focus on strong safety controls and necessary capital improvements to keep the system work. MMATA does	impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is extremely limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it. I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for rush hour weekday service is not acceptable particularly if there is a desire to increase ridership. I am	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
closing certain stations Rail Service Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the only public transit option for many students and staff that depend on the G2 to get from home to work bus Service Bus Service Bring back the G9 route please! Bus Service Bus Veroc Center), cutting the amount of trains servicing these stations would greatly impact my commute to and from work. The metro shouldn't be considered necessarily as a for-profit business, it should be considered as something to meet the needs of the community with the understanding that debt will happen. Bus Service Please don't eliminate G2, 31 and 33 metro bus routes. Bus Service Increase cost of parking ? particularly in MD and VA! Metro is a valuable public resource that should be supported by those states more. Cutting service seems like a bad idea because it will decrease local usage, particularly for those who primarily or often use WMATA for things outside of their commute. Longer wait times really dissuade people from using the system when they might otherwise, which is a big long term loss. Live tracking for buses and metros has improved! I?m happy about that as I time my travel to the bus or metro. I use Transit and BusETA (transit has a better interface even though I know technically Bus ETA is most accurate). WMATA has had lots of improvements! Keep the focus on strong safety controls and necessary capital improvements to keep the system work my forward. WMATA does	Impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park Will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is extremely limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it. I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for rush hour weekday service is not acceptable particularly if there is a desire to increase ridership. I am willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the only public transit option for many students and staff that depend on the G2 to get from home to work every day. Bus Service Bus Service As an avid user of the Red Line (getting on at Glemmont) and switching to the Blue/Orange/Silver (at Metro Center), cutting the amount of trains servicing these stations would greatly impact my commute to and from work. The metro shouldn't be considered necessarily as for-profit business, it should be considered as something to meet the needs of the community with the understanding that debt will happen. Please don't eliminate G2, 31 and 33 metro bus routes. Increase cost of parking ? particularly in MD and VAI Metro is a valuable public resource that should be supported by those states more. Cutting service seems like a bad idea because it will decrease local usage, particularly for those who primarily or often use WMATA for things outside of their commute. Longer wait times really dissuade people from using the system when they might otherwise, which is a big long term loss. Live tracking for buses and metros has improved I i?m happy about that as 1 time my travel to the bus or metro. I use Transit and BusETA (transit has a better interface even though I know technically Bus ETA is most accurate). WMATA has had lots of improvements! Keep the focus on strong safety controls and necessary capital improvements to keep the system whorad. WMATA does	Impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be Impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is extremely limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it. I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for rush hour weekday service is not acceptable particularly if there is a desire to increase ridership. I am willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce ridership to theaters, sporting venues, etc near stations who have late night events with a lot of people.	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
only public transit option for many students and staff that depend on the G2 to get from home to work every day. Bring back the G9 route pleasel As an avid user of the Red Line (getting on at Glenmont) and switching to the Blue/Orange/Silver (at Metro Center), cutting the amount of trains servicing these stations would greatly impact my commute to and from work. The metro shouldn't be considered necessarily as a for-profit business, it should be considered as something to meet the needs of the community with the understanding that debt will happen. Please don't eliminate G2, 31 and 33 metro bus routes. Increase cost of particularly in MD and VAI Metro is a valuable public resource that should be supported by those states more. Cutting service seems like a bad idea because it will decrease local usage, particularly for those who primarily or often use WMATA for things outside of their commute. Longer wait times really dissuade people from using the system when they might otherwise, which is a big long term loss. Live tracking for buses and metros has improved I?m happy about that as I time my travel to the bus or metro. I use Transit and BusTA (transit has a better interface even though I know technically Bus STA is most accurate). WMATA has had lots of improvements! Keep the focus on strong safety cortols and necessary capital improvements to keep the system moving forward. WMATA does	impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is extremely limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metror rail line that replaces it. I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for rush hour weekday service is not acceptable particularly if there is a desire to increase ridership. I am willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce ridership to theaters, sporting venues, etc near stations who have late night events with a lot of people. Why take the metro there if I can?t get home afterwards? You should invest in high speed train to Baltimore. Also please introduce express trains instead of	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
every day. Bus Service Bring back the G9 route please! Bus Service As an avid user of the Red Line (getting on at Glenmont) and switching to the Blue/Orange/Silver (at Metro Center), cutting the amount of trains servicing these stations would greatly impact my commute to and from work. The metro shouldn't be considered necessarily as a for-profit business, it should be considered as something to meet the needs of the community with the understanding that debt will happen. Bus Service Please don't eliminate G2, 31 and 33 metro bus routes. Bus Service Increase cost of parking ? particularly in MD and VA! Metro is a valuable public resource that should be supported by those states more. Cutting service seems like a bad idea because it will decrease local usage, particularly for those who primarily or often use WMATA for things outside of their commute. Longer wait times really dissuade people from using the system when they might otherwise, which is a big long term loss. Live tracking for buses and metros has improved! I?m happy about that as I time my travel to the bus or metro. I use Transit and BusETA (transit has a better interface even though I know technically Bus ETA is most accurate). WMATA has had lots of improvements! Keep the focus on strong safety controls and necessary capital improvements to keep the system working forward. WMATA does	Impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be Impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is extremely limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it. I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for rush hour weekday service is not acceptable particularly if there is a desire to increase ridership. I am willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce ridership to theaters, sporting venues, etc near stations who have late night events with a lot of people. Why take the metro there if I can?t get home afterwards? You should invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Rail Service
Bring back the G9 route please! Bus Service As an avid user of the Red Line (getting on at Glenmont) and switching to the Blue/Orange/Silver (at Metro Center), cutting the amount of trains servicing these stations would greatly impact my commute to and from work. The metro shouldn't be considered necessarily as a for-profit business, it should be considered as something to meet the needs of the community with the understanding that debt will happen. Bus Service Please don't eliminate G2, 31 and 33 metro bus routes. Bus Service Increase cost of parking ? particularly in MD and VA! Metro is a valuable public resource that should be supported by those states more. Cutting service seems like a bad idea because it will decrease local usage, particularly for those who primarily or often use WMATA for things outside of their commute. Longer wait times really dissuade people from using the system when they might otherwise, which is a big long term loss. Live tracking for buses and metros has improved! I?m happy about that as 1 time my travel to the bus or metro. I use Tranist and BuSETA (tranist has a better interface even though I know technically Bus SETA is most accurate). WMATA has had lots of improvements! Keep the focus on strong safety controls and necessary capital improvements to keep the system moving forward. WMATA does	impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is extremely limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it. I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for rush hour weekday service is not acceptable particularly if there is a desire to increase ridership. I am willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce ridership to theaters, sporting venues, etc near stations who have late night events with a lot of people. Why take the metro there if I can?t get home afterwards? You should invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Rail Service
As an avid user of the Red Line (getting on at Glenmont) and switching to the Blue/Orange/Silver (at Metro Center), cutting the amount of trains servicing these stations would greatly impact my commute to and from work. The metro shouldn't be considered necessarily as a for-profit business, it should be considered as something to meet the needs of the community with the understanding that debt will happen. Please don't eliminate G2, 31 and 33 metro bus routes. Increase cost of parking ? particularly in MD and VAI Metro is a valuable public resource that should be supported by those states more. Cutting service seems like a bad idea because it will decrease local usage, particularly for those who primarily or often use WMATA for things outside of their commute. Longer wait times really dissuade people from using the system when they might otherwise, which is a big long term loss. Live tracking for buses and metros has improved I I?m happy about that as 1 time my travel to the bus or metro. I use Transit and BusETA (transit has a better interface even though I know technically Bus ETA is most accurate). WMATA has had lots of improvements I keep the focus on strong safety controls and necessary capital improvements to keep the system moving forward. WMATA does	Impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because Jg to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is extremely limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it. I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for rush hour weekday service is not acceptable particularly if there is a desire to increase ridership. I am willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce Howshould invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the only public transit option for many students and staff that depend on the G2 to get from home to work	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Rail Service
Metro Center), cutting the amount of trains servicing these stations would greatly impact my commute to and from work. The metro shouldn't be considered necessarily as a for-profit business, it should be considered as something to meet the needs of the community with the understanding that debt will happen. Bus Service Please don't eliminate G2, 31 and 33 metro bus routes. Bus Service Increase cost of particularly in MD and VAI Metro is a valuable public resource that should be supported by those states more. Cutting service seems like a bad idea because it will decrease local usage, particularly for those who primarily or often use WMATA for things outside of their commute. Longer wait times really dissuade people from using the system when they might otherwise, which is a big long term loss. Live tracking for buses and metros has improved I i'm happy about that as I time my travel to the bus or metro. I use Transit and BusTA (transit has a better interface even though I know technically Bus STA is most accurate). WMATA has had lots of improvements! Keep the focus on strong safety controls and necessary capital improvements to keep the system moving forward. WMATA does	Impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park Will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is extremely limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it. I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for rush hour weekday service is not acceptable particularly if there is a desire to increase ridership. I am willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce ridership to theaters, sporting venues, et near stations who have late night events with a lot of people. Why take the metro there if Lan?t get home afterwards? You should invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the only public transit o	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Rail Service Bus Service Bus Service
to and from work. The metro shouldn't be considered necessarily as a for-profit business, it should be considered as something to meet the needs of the community with the understanding that debt will happen. Bus Service Bus Service Bus Service Increase cost of parking ? particularly in MD and VAI Metro is a valuable public resource that should be supported by those states more. Cutting service seems like a bad idea because it will decrease local usage, particularly for those who primarily or often use WMATA for things outside of their commute. Longer wait times really dissuade people from using the system when they might otherwise, which is a big long term loss. Live tracking for buses and metros has improved I I'm happy about that as I time my travel to the bus or metro. I use Transit and BuSETA (transit has a better interface even though I know technically Bus ETA is most accurate). WMATA has had lots of improvements I Keep the focus on strong safety controls and necessary capital improvements to keep the system moving forward. WMATA does	impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be Impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is extremely limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it. I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for rush hour weekday service is not acceptable particularly if there is a desire to increase ridership. I am willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce ridership to theaters, sporting venues, etc near stations who have late night events with a lot of people. Why take the metro there if I can?t get home afterwards? You should invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the only public tran	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Rail Service Bus Service Bus Service
considered as something to meet the needs of the community with the understanding that debt will Bus Service Please don't eliminate G2, 31 and 33 metro bus routes. Bus Service Increase cost of parking ? particularly in MD and VAI Metro is a valuable public resource that should be supported by those states more. Cutting service seems like a bad idea because it will decrease local Bus Service Longer wait times really dissuade people from using the system when they might otherwise, which is a big long term loss. Live tracking for buses and metros has improved! I?m happy about that as I time my travel to the bus or metro. I times really buses and metros has a better interface even though I know technically Bus ETA (transit has had lots of improvements! Keep the focus on strong safety controls and necessary capital improvements to keep the system moving forward. WMATA does	Impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is extremely limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it. I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for rush hour weekday service is not acceptable particularly if there is a desire to increase ridership. I am willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce ridership to theaters, sporting venues, etc near stations who have late night events with a lot of people. Why take the metro there if I can?t get home afterwards? You should invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the only public tran	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Rail Service Bus Service Bus Service
happen. Bus Service Please don't eliminate G2, 31 and 33 metro bus routes. Bus Service Increase cost of parking ? particularly in MD and VA! Metro is a valuable public resource that should be supported by those states more. Cutting service seems like a bad idea because it will decrease local usage, particularly for those who primarily or often use WMATA for things outside of their commute. Increase local Longer wait times really dissuade people from using the system when they might otherwise, which is a big long term loss. Live tracking for buses and metros has improved I?m happy about that as 1 time my travel to the bus or metro. I use Transit and BusETA (transit has a better interface even though I know technically Bus ETA is most accurate). WMATA has had lots of improvements Keep the focus on strong safety controls and necessary capital improvements to keep the system moving forward. WMATA does	impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because Ig ot to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is extremely limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it. I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for rush hour weekday service is not acceptable particularly if there is a desire to increase ridership. I am willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce ridership to theaters, sporting venues, etc near stations who have late night events with a lot of people. Why take the metro there if I can?t get home afterwards? You should invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the only public tra	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Rail Service Bus Service Bus Service
Please don't eliminate G2, 31 and 33 metro bus routes. Bus Service Increase cost of parking ? particularly in MD and VAI Metro is a valuable public resource that should be supported by those states more. Cutting service seems like a bad idea because it will decrease local usage, particularly for those who primarily or often use WMATA for things outside of their commute. Bus Service Longer wait times really dissuade people from using the system when they might otherwise, which is a big long term loss. Live tracking for buses and metros has improved I?m happy about that as I time my travel to the bus or metro. I use Transit and BusETA (transit has a better interface even though I know technically Bus ETA is most accurate). WMATA has had lots of improvements! Keep the focus on strong safety controls and necessary capital improvements to keep the system moving forward. WMATA does	Impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be Impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is extremely limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it. I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for rush hour weekday service is not acceptable particularly if there is a desire to increase ridership. I am Willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce ridership to theaters, sporting venues, etc near stations who have late night events with a lot of people. Why take the metro there if I can?t get home aftewards? You should invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations Please keep the G2 or some others revice between Georgetown University and Logan Circle. This is the only public trans	Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Rail Service Bus Service Bus Service
Increase cost of parking ? particularly in MD and VA! Metro is a valuable public resource that should be supported by those states more. Cutting service seems like a bad idea because it will decrease local usage, particularly for those who primarily or often use WMATA for things outside of their commute. Longer wait times really dissuade people from using the system when they might otherwise, which is a big long term loss. Live tracking for buses and metros has improved! I?m happy about that as I time my travel to the bus or metro. I use Transit and BusETA (transit has a better interface even though I know technically Bus ETA is most accurate). WMATA has had lots of improvements! Keep the focus on strong safety controls and necessary capital improvements to keep the system moving forward. WMATA does	impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entring DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be Impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is extremely limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it. I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for rush hour weekday service is not acceptable particularly if there is a desire to increase ridership. I am willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce ridership to theaters, sporting venues, et near stations who have late night events with a lot of people. Why take the metro there if I can?t get home afterwards? You should invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the only public transi	Bus Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Rail Service Bus Serv
supported by those states more. Cutting service seems like a bad idea because it will decrease local usage, particularly for those who primarily or often use WMATA for things outside of their commute. Longer wait times really dissuade people from using the system when they might otherwise, which is a big long term loss. Live tracking for buses and metros has improved! I?m happy about that as I time my travel to the bus or metro. I use Transit and BusETA (transit has a better interface even though I know technically Bus ETA is most accurate). WMATA has had lots of improvements! Keep the focus on strong safety controls and necessary capital improvements to keep the system moving forward. WMATA does	impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because Jg to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is extremely limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it. I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for rush hour weekday service is not acceptable particularly if there is a desire to increase ridership. I am willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce ridership to theaters, sporting venues, etc near stations who have late night events with a lot of people. Why take the metro there if I can?t get home afterwards? You should invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the only public transi	Bus Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Rail Service Bus Service
usage, particularly for those who primarily or often use WMATA for things outside of their commute. Longer wait times really dissuade people from using the system when they might otherwise, which is a big long term loss. Live tracking for buses and metros has improved! I?m happy about that as I time my travel to the bus or metro. I use Transit and BusETA (transit has a better interface even though I know technically Bus ETA is most accurate). WMATA has had lots of improvements! Keep the focus on strong safety controls and necessary capital improvements to keep the system moving forward. WMATA does	Impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is extremely limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it. I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for rush hour weekday service is not acceptable particularly if there is a desire to increase ridership. I am willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce ridership to theaters, sporting venues, etc near stations who have late night events with a lot of people. Why take the metro there if I can?t get home afterwards? You should invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the only public transi	Bus Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Rail Service Bus Service
Longer wait times really dissuade people from using the system when they might otherwise, which is a big long term loss. Live tracking for buses and metros has improved I I?m happy about that as I time my travel to the bus or metro. I use Transit and BusETA (transit has a better interface even though I know technically Bus ETA is most accurate). WMATA has had lots of improvements I keep the focus on strong safety controls and necessary capital improvements to keep the system moving forward. WMATA does	impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entring DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be Impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is extremely limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it. I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for rush hour weekday service is not acceptable particularly if there is a desire to increase ridership. I am willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce ridership to theaters, sporting venues, etc near stations who have late night events with a lot of people. Why take the metro there if I can?t get home afterwards? You should invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the only public trans	Bus Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Rail Service Bus Service
big long term loss. Live tracking for buses and metros has improved I I?m happy about that as I time my travel to the bus or metro. I use Transit and BusETA (transit has a better interface even though I know technically Bus ETA is most accurate). WMATA has had lots of improvementsI Keep the focus on strong safety controls and necessary capital improvements to keep the system moving forward. WMATA does	Impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is extremely limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it. I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for rush hour weekday service is not acceptable particularly if there is a desire to increase ridership. I am willing to pay a bit more to maintain levels of service. Also closing the trut at 10 dpm would reduce ridership to theaters, sporting venues, etc near stations who have late night events with a lot of people. Why take the metro there if I can?t get home afterwards? You should invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations Please keep the G2 ros some other service between Georgetown University and Logan Circle. This is the only public transit option for many stud	Bus Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Rail Service Bus Service
technically Bus ETA is most accurate). WMATA has had lots of improvements! Keep the focus on strong safety controls and necessary capital improvements to keep the system moving forward. WMATA does	Impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park Will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is extremely limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it. I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for rush hour weekday service is not acceptable particularly if there is a desire to increase ridership. I am willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce ridership to theaters, sporting venues, etc near stations who have late night events with a lot of people. Why take the metro there if I can?t get home afterwards? You should invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the only public transi	Bus Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Rail Service Bus Service
safety controls and necessary capital improvements to keep the system moving forward. WMATA does	Impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entring DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is extremely limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it. I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for rush hour weekday service is not acceptable particularly if there is a desire to increaser idership. I am Willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce ridership to theaters, sporting venues, etc near stations who have late night events with a lot of people. Why take the metro there if I can?t get home afterwards? You should invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the only public trans	Bus Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Rail Service Bus Service
	impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entring DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be Impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is extremely limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it. I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for rush hour weekday service is not acceptable particularly if there is a desire to increase ridership. I am willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce indership to theaters, sporting venues, et near stations who have late night events with a lot of people. Why take the metro there if I can?t get home afterwards? You should invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the only public transi	Bus Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Rail Service Bus Service
critical work for the city and region! Bus Service	Impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entring DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is extremely limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it. I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for rush hour weekday service is not acceptable particularly if there is a desire to increase ridership. I am willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce ridership to theaters, sporting venues, etc near stations who have late night events with a lot of people. Why take the metro there if I can?t get home afterwards? You should invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the only public transit	Bus Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Rail Service Bus Service
	Impact the quality of life around the city. Save the G2 bus route Make MD and VA chip in Can the budget shortfall be addressed by getting governments and businesses to pay - instead of rate increases (Which really just affect people who don't have white-collar jobs, which pay for transit) or service cuts (which disproportionately affect lower income riders and neighborhoods). Perhaps a tax on vehicles entering DC or a parking tax could be allocated to metro. The impacted bus routes and rail reductions would adversely impact my life by eliminating all routes for my daily commute to Georgetown and Glover Park I will not be able to get to school with the proposed cuts. I chose an apartment next to the D6, D2 and G2 because I go to Georgetown University and do not have a car. I cannot afford taxis every day. There are many other students who live in my building (and more in my neighborhood) who would be impacted the same way. G2 is vital for access to Georgetown University's Hilltop campus. Employees and students use this route frequently and there are very few other options to get to Georgetown University. and parking is extremely limited. D6 is the most important route for me and connects Georgetown Hospital with so much of DC, there is not a good metro rail line that replaces it. I am strongly opposed to closing metro rail stations outright. I also think one train every 15 minutes for rush hour weekday service is not acceptable particularly if there is a desire to increase ridership. I am willing to pay a bit more to maintain levels of service. Also closing the metro at 10pm would reduce ridership to theaters, sporting venues, etc near stations who have late night events with a lot of people. Why take the metro there if I can?t get home afterwards? You should invest in high speed train to Baltimore. Also please introduce express trains instead of closing certain stations Please keep the G2 or some other service between Georgetown University and Logan Circle. This is the only public tran	Bus Service Miscellaneous Operating Budget, Management and Spending Bus Service Bus Service Bus Service Rail Service Bus Service

Comment	Category
I use the metro daily for work and going back home. Cutting the bus that I use will impact me, also increasing fares because I do not get a salary increase or help with metro fares. Metro running every 15	
mins its not ideal for someone that has to commute from MD to DC or viceversa	Bus Service
Start recommending the rude driver that leave people that run or try to flag the bus down and the	
driver look you in the face and keep.gpimg	Bus Service
Too much considering the number of employees on their phones or chatting with one another -	
decrease the workforce	Miscellaneous
Please be mindful that many residential bus routes are the main transportation for residents that don't	Due Capita
own cars- (Which are seniors who depend on public transportation) If you can find a way to make the bus times more reliable, then having less frequent service is okay. It's	Bus Service
just such a pain when you miss a bus by 1-2 minutes and then have to wait 20-30 minutes for the next	
one.	Bus Service
I frequently rely on the G2 Metrobus route from Dupont Circle to Georgetown University. My commute	
times would be vastly higher if the proposed route was in fact eliminated.	Bus Service
Eliminating the G2 bus and other Georgetown services will make it impossible for me and many of my	
colleagues to continue attending school next year. There?s simply no public transportation that takes us near campus other than the G2 and D31/33 buses. With no metro stop near campus, this is a silly	
idea that is going to have an extremely detrimental impact on a population that relies heavily on	
affordable and accessible transport.	Bus Service
The proposed service cuts would cause Metrobus to be a rather unusable transit option for so much of	
DC's population and would be a major shame for the city. The scale of cuts is a bit ridiculous.	Bus Service
Please do not remove the G2 bus route - it is a vital connector for the many students, staff, visitors,	
tourists, and community members who use the route to get into Georgetown, which is historically a	Due Carrier
transit desert. Please don't remove this vital link to the community! Please do not cut the G2 line. it is vital for students and employees at Georgetown and Howard	Bus Service
University. In addition to students and professors, this also includes campus worker/support staff like	
those in the hospitality/dining/cleaning/utility services departments.	Bus Service
If you want to boost ridership and revenue, you need to have bus infrastructure that makes riding the	
bus convenient. With the proposed bus route changes, ridership will decrease and you will continue to	
loose funds. Bus routes need to be affordable and well connected to the city and its neighborhoods and	
also be timely (i.e. not running once every hour). Unless busses are not seen as the most convenient	
transportation option, residents will to seek alternative modes of transportation that will continue to	Due Carrier
handicap the effectiveness of the city's public transport. D6 is the only bus service in the Foxhall and Palisades neighborhoods. It is essential to provide	Bus Service
transportation to the many schools in the area, such as the new MacArthur High School, and to three	
main hospitals: George Washington University, Medstar Georgetown, and Sibley.	Bus Service
I cannot commute to work if certain bus lines like the G2 were to cut stops from its route meaning I	
would have to move. Cutting down service and increasing fares makes the city extremely inaccessible	
for residents as a whole and would most like promote higher rates of fare evasion and decrease respect	
for public transit as a whole which I feel would negatively impact the city	Bus Service
You guys doing great	Miscellaneous
please don't reduce weekday morning and evening rush service. It would make commuting to work	Service Levels
much harder. The G2, D2, and D6 are the easiest way to get into and out of the Georgetown area and they already	
only run every 30 minutes during not rush hour times, I take them everyday and I do not know how I	
would be able to move about the city otherwise.	Bus Service
More frequency please!	Bus Service
I would prefer you use the capital fund to lower fares, expand hours on weekend nights, and stop	
making unnecessary infrastructure improvements like those new displays at bus stops that don?t even	
work.	Bus Service
Please don't cut G2 bus, the D2 from Glover Park or the D6 on Reservoir Rd. This will eliminate ALL public transportation options near the Main Campus. Given that University students, faculty, and staff	
have very limited options for getting to campus right now, cutting these routes would make it even	
harder for many in our community.	Bus Service
Please do not remove all bus routes to/around the Georgetown main campus! Many students, faculty	
and staff rely on these!	Bus Service
Don?t penalize people who are walking to the metro and biking. Raise the cost on parking dramatically.	
Cars are terrible. Also, don?t penalize DC residents with these fare increases and schedule cuts. Make	
VA and MD governments pay more. VA and MD Commuters need to pay more than DC residents. I love	Due Camies
the metro rail and metro bus. I love using them for work and leisure. Please don?t cut service!!!! The G2, D2 and D6 are the only public transportation options I have to reach Georgetown University,	Bus Service
including faculty and staff. Please don?t end those services!	Bus Service
These service cuts on lines like the S2 and G2 would make it impossible for me to commute to work and	
therefore I would be forced to move. Decreasing service and increasing fares will only prompt increased	
fare evasion and disrespect for public transit services	Bus Service
Please do not cut the only way for federal employees to get down to Foggy Bottom and Potomac Park	
area. If Bowser and Biden want us in the office, we have to be able to get to the office.	Miscellaneous
The G2 bus is significant especially seeing as there is no metro service to Georgetown. The Georgetown shuttles already take up most of the slack from Metro by providing service at no cost to the city	
shuttles already take up most of the slack from Metro by providing service at no cost to the city between metrorail and the campus. Metro should do the decent thing and maintain the G2 route.	Bus Service
I use to love taking the 16Y. It came frequently during rush hour, and on either side of my commute, I	
never worried about catching it. Now every day is a trial. I have all the apps to guess when my bus will	
come - it could be 20-40 mins between arrivals. And if I miss it, I really miss it. The solution to	
increasing ridership is not less, but more! London has buses that come every 5 mins. It?s amazing! And	
easy! I don?t expect Metro to become London, but I know I would use Metrobus and rail more if the	
service was more frequent. It is the wait times, both for transfers and frequency, that make it frustrating and Lultimately and up spending more for an Liber.	Rus Sanira
frustrating and I ultimately end up spending more for an Uber. Good public transit is essential for a city; in Europe, even small towns have good bus service. Use the	Bus Service
Covid money for public transport. Stop wasting money on 'green' pavement when the city forces the	
destruction of backyards while 3rd-flooring residential neighborhoods. Older people can't use scooters	
and bikes, and poor people have no option but buses. Fire 50 % of your admins and all DEI. Charge the	
Feds!	Bus Service
	Bus Service
Please DO NOT ELIMINATE THE D6 BUS LINE!! This is important for us!!!	
Please find the money, don?t cut the service ! DC area has a lot of people and more of them should	Dell Carrier
Please find the money, don?t cut the service ! DC area has a lot of people and more of them should chose Metro. Be worthy! We love you	Rail Service
Please find the money, don?t cut the service ! DC area has a lot of people and more of them should chose Metro. Be worthy! We love you Do not close G2 route!!	Bus Service
Please find the money, don?t cut the service ! DC area has a lot of people and more of them should chose Metro. Be worthy! We love you	Bus Service

Comment	Category
The reason I don't ride WMATA (metrorail, metrobus, etc.) much is because it's already too expensive,	
too slow, not frequent enough, and not reliable. WMATA's proposals are all non-starters. I realize we	
live in America, where labor is too expensive (every American wants a high wage), labor is not as skilled	
or efficient as overseas (Americans want to work their shift and go home; Americans don't often apply	
ingenuity to their work), and large municipal projects require unrealistic political consensus building.	
However, having seen the public transit in democratic nations (South Korea, Japan, Taiwan) and even	
non-democratic nations (Thailand, China) overseas, I have to ask how come they can have nice things	
and we the capital of the #1 nation in the world (and a free country) can't have nice things? Japan can	
run their metro-rail system with trains arriving every 3-6 minutes on the dotwhere the culture is one	
such that a train departing 20 seconds EARLY requires an apology to the customers. The questions I	
would love to have Metrorail's leadership answer are: 1) how can we learn from other nations that	
have world-class and/or next generation public transit systems? 2) How can we expand beyond	
thinking in the two-dimensional, binary choice of raising fares or cutting service? Please give me a third	
or fourth choice. That's what I would expect out of leadership at my companycan WMATA leadership	
Do not cut or change the D2, D6, G2, 1A, or 1B I'm a student and my ONLY way of going to GEORGETOWN university from where I live is through D6.	Bus Service
There is NO other metrobus that services MacArthur Blvd NW. Please DO NOT REMOVE D6 and alter	Due Capita
31,33	Bus Service Service Levels
Keep the 80! Brings people to the hospital! I would like to see routes being merged/combined rather than cut - particularly if it isolates entire	
neighborhoods. For example, cutting G2, D2 and D6 cuts off Georgetown from Dupont and a large part	
of the city entirely. Dupont station is the closest metro station to Georgetown and should remain	
connected by bus.	Bus Service
Cutting Bus service will further the increase the use of single person vehicles, increase vehicle	Bus Service
emissions, reduce air quality, and most importantly create disadvantage people who don't own	
vehicles and rely on your buses to get their to their place of employment and other critical services	Bus Service
I think if every station had barriers to entry and exit, and everyone therefore had to pay their fare, we	
wouldn?t need to hike prices for everyone.	Fares/Fees/Parking
MAKE CUTS IN SERVICE WHERE THE ROUTES ARE UNDER UTILIZED AND MAKE A SMALL INCREASE IN	
FARES.	Bus Service
I take the G2 every day. It is the only public service to Georgetown and I live in Columbia Heights.	Bus Service
Why are you going to waste your limited money by building a second entrance to Crystal City Metro	
that is not needed? Please cancel that project and spend the money instead on making sure you keep	
enough trains running. We don't need an extra entrance in Crystal City.	Rail Service
G12 is very important to my community and it would seriously impact lives in a negative way if it were	
gone.	Bus Service
Elimination of D2 and G2 would eliminate our ability to get across down and/or to the red line easily	
making the city less accessible to those of us that reside in the Georgetown area, which doesn?t have a	
metro.	Bus Service
If you take out the G2 I will riot	Bus Service
There should neither be fare/prince increases NOR service cuts. There should be an increase in Metro	
budgets. As the DMV is an area in high need of equitable public transport, there should not be a	
decrease in services provided that would do so. The fare prices should be lowered, and service hours	
should be increased, along with a pay increase for WMATA workers.	Operating Budget, Management and Spending
G12 is needed to get to work in a minority area. Please do not cut. You will put people in a bind trying	
to get to work.	Bus Service
If the G12 is canceled I and many of my neighbors would be unable to get to work	Bus Service
Eliminating the G2, D6, and D2 is insane. These are the only public transit options available to students	
at Georgetown University, you can?t strand us like this.	Bus Service
You claim to have reduced fare evasion. Anecdotally, I see people hop the gate every single day and	
your station managers appear to be on their phones playing games. Escalators at the stations I use	
I'' The second	
most are constantly out of order - often for long periods of time with no one working on them. If you	
	Fare Evasion/Safety/Crime
most are constantly out of order - often for long periods of time with no one working on them. If you	Fare Evasion/Safety/Crime
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem!	Fare Evasion/Safety/Crime Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it	
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the	Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metror	Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metror station are extremely important for last mike connections. Personally I spend a lot of my public transit	Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metro station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? if service cuts make it so I have to spend much longer on	Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metro station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? If service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, I?ll be forced to switch modes and drive.	Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metro station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? If service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, ?ll be forced to switch modes and drive.	Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metror station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? If service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, I?ll be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful	Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metro station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? If service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, I?ll be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful bus drivers. That do not care about there jobs at all. If they do not then do a better job and screen	Bus Service Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metro station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? if service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, 1?ll be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful bus drivers. That do not care about there jobs at all. If they do not then do a better job and screen prospective personnel. To treat people with respect much better.	Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metro station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? If service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, I?ll be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful bus drivers. That do not care about there jobs at all. If they do not then do a better job and screen prospective personnel. To treat people with respect much better. Those of us who go to the Georgetown Campus need bus service to campus Cutting the service	Bus Service Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metro station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? If service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, I?ll be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful bus drivers. That do not care about there jobs at all. If they do not then do a better job and screen prospective personnel. To treat people with respect much bus terve. Cutting the service discriminates among those who cannot afford Uber or Lyft. I usually take the bus on Sunday Usually	Bus Service Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metro station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? If service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, 1?ll be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disreespectful bus drivers. That do not care about there jobs at all. If they do not then do a better job and screen prospective personnel. To treat people with respect much better. Those of us who go to the Georgetown Campus need bus service to campus Cutting the service discriminates among those who cannot afford Uber or Lyft. I usually take the bus on Sunday Usually the bus has a significant number of riders, including not only student but workers in low income jobs.	Bus Service Bus Service Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metro station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? If service cuts make it so I have to spend much longer on public transit stransfers and covering the last mile, 1?ll be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful bus drivers. That do not care about there jobs at all. If they do not then do a better job and screen prospective personnel. To treat people with respect much better. Those of us who go to the Georgetown Campus need bus service to campus Cutting the service discriminates among those who cannot afford Uber or Lyft. I usually take the bus on Sunday Usually the bus has a significant number of riders, including not only student but workers in low income jobs. Do not cut this service.	Bus Service Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metror station are extremely important for last mike connections. Personally I spend a lot of my public transit transfers and covering the last mile, 1?II be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful bus drivers. That do not care about there jobs at all. If they do not then do a better job and screen prospective personnel. To treat people with respect much better. Those of us who go to the Georgetown Campus need bus service to campus Cutting the service discriminates among those who cannot afford Uber or Lyft. I usually take the bus on Sunday Usually the bus has a significant number of riders, including not only student but workers in low income jobs. Do not cut this service.	Bus Service Bus Service Bus Service Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metro station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? If service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, 17ll be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful bus drivers. That do not care about there jobs at all. If they do not then do a better job and screen prospective personnel. To treat people with respect much better. Those of us who go to the Georgetown Campus need bus service to campus Cutting the service discriminates among those who cannot afford Uber or Lyft. I usually take the bus on Sunday Usually the bus has a significant number of riders, including not only student but workers in low income jobs. Do not cut this service. Please do not cut G2, D2, and D6!! It is the only routes I can use as a Georgetown University student, and this would hinder simple errands I need to perform!	Bus Service Bus Service Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metro station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? if service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, ?ll be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful bus drivers. That do not care about there jobs at all. If they do not the do a better job and screen prospective personnel. To treat people with respect much better. Those of us who go to the Georgetown Campus need bus service to campus Cutting the service discriminates among those who cannot afford Uber or Lyft. I usually take the bus on Sunday Usually the bus has a significant number of riders, including not only student but workers in low income jobs. Do not cut this service. Please do not cut G2, D2, and D6!! It is the only routes I can use as a Georgetown University student, and this would hinder simple errands I need to perform! Dcps does not provide buses to its children like every other school district in the area does. The m4 is	Bus Service Bus Service Bus Service Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metro station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? If service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, 1?ll be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful bus drivers. That do not care about there jobs at all. If they do not then do a better job and screen prospective personnel. To treat people with respect much better. Those of us who go to the Georgetown Campus need bus service to campus Cutting the service discriminates among those who cannot afford Uber or Lyft. I usually take the bus on Sunday Usually the bus has a significant number of riders, including not only student but workers in low income jobs. Do not cut this service. Please do not cut G2, D2, and D6!! It is the only routes I can use as a Georgetown University student, and this would hinder simple errands I need to perform! Dcps does not provide buses to its children like every other school district in the area does. The m4 is how children in our neighborhood get to middle school and high school. If wmata gets rid of the bus	Bus Service Bus Service Bus Service Bus Service Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metror station are extremely important for last mike connections. Personally I spend a lot of my public transit transfers and covering the last mile. I?II be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful bus drivers. That do not care about there jobs at all. If they do not then do a better job and screen prospective personnel. To treat people with respect much better. Those of us who go to the Georgetown Campus need bus service to campus Cutting the service discriminates among those who cannot afford Uber or Lyft. I usually take the bus on Sunday Usually the bus has a significant number of riders, including not only student but workers in low income jobs. Do not cut this service. Please do not cut G2, D2, and D6!! It is the only routes I can use as a Georgetown University student, and this would hinder simple errands I need to perform! Dcps does not provide buses to its children like every other school district in the area does. The m4 is how children in our neighborhood get to middle school and high school. If wmata gets rid of the bus line, it should be dcps?s problem.	Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metro station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? If service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, I?ll be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful bus drivers. That do not care about there jobs at all. If they do not then do a better job and screen prospective personnel. To treat people with respect much better. Those of us who go to the Georgetown Campus need bus service to campus Cutting the service discriminates among those who cannot afford Uber or Lyft. I usually take the bus on Sunday Usually the bus has a significant number of riders, including not only student but workers in low income jobs. Do not cut this service. Please do not cut G2, D2, and D6!!! It is the only routes I can use as a Georgetown University student, and this would hinder simple errands I need to perform! Dcps does not provide buses to its children like every other school district in the area does. The m4 is how children in our neighborhood get to middle school and high school. If wmata gets rid o	Bus Service Bus Service Bus Service Bus Service Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metro station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? If service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, ?ll be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful bus drivers. That do not care about there jobs at all. If they do not then do a better job and screen prospective personnel. To treat people with respect much better. Those of us who go to the Georgetown Campus need bus service to campus Cutting the service discriminates among those who cannot afford Uber or Lyft. I usually take the bus on Sunday Usually the bus has a significant number of riders, including not only student but workers in low income jobs. Do not cut this service. Please do not cut C3, D2, and D6!!! It is the only routes I can use as a Georgetown University student, and this would hinder simple errands I need to perform! Dcps does not provide buses to its children like every other school district in the area does. The m4 is how children in our neighborhood get to middle school and high school. If wmata gets rid of the bus line, it s	Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metro station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? If service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, 1?li be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful bus drivers. That do not care about there jobs at all. If they do not then do a better job and screen prospective personnel. To treat people with respect much better. Those of us who go to the Georgetown Campus need bus service to campus Cutting the service discriminates among those who cannot afford Uber or Lyft. I usually take the bus on Sunday Usually the bus has a significant number of riders, including not only student but workers in low income jobs. Do not cut this service. Please do not cut G2, D2, and D6!! It is the only routes I can use as a Georgetown University student, and this would hinder simple errands I need to perform! Dcps does not provide buses to its children like every other school district in the area does. The m4 is how children in our neighborhood get to middle school and high school. If wmata gets rid of the bus line,	Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metror station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? If service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, I?ll be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If they do not then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful bus drivers. That do not care about there jobs at all. If they do not then do a better job and screen prospective personnel. To treat people with respect much better. Those of us who go to the Georgetown Campus need bus service to campus Cutting the service discriminates among those who cannot afford Uber or Lyft. I usually take the bus on Sunday Usually the bus has a significant number of riders, including not only student but workers in low income jobs. Do not cut this service. Please do not tu G2, D2, and D6!! It is the only routes I can use as a Georgetown University student, and this would hinder simple errands I need to perform! Dcps does not provide buses to its children like every other school district in the area does. The m4 is how children in our neighborhood get to middle school and high school. If wmata gets r	Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metro station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? If service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, ?ll be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful bus drivers. That do not care about there jobs at all. If they do not then do a better job and screen prospective personnel. To treat people with respect much better. Those of us who go to the Georgetown Campus need bus service to campus Cutting the service discriminates among those who cannot afford Uber or Lyft. I usually take the bus on Sunday Usually the bus has a significant number of riders, including not only student but workers in low incrome jobs. Do not cut this service. Please do not cut G2, D2, and D6!! It is the only routes I can use as a Georgetown University student, and this would hinder simple errands I need to perform! Dcps does not provide buses to its children like every other school district in the area does. The m4 is how children in our neighborhood get to middle school and high school. If wmata gets rid of	Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metro station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? If service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, I?II be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful bus drivers. That do not care about there jobs at all. If they do not then do a better job and screen prospective personnel. To treat people with respect much better. Those of us who go to the Georgetown Campus need bus service to campus Cutting the service discriminates among those who cannot afford Uber or Lyft. I usually take the bus on Sunday Usually the bus has a significant number of riders, including not only student but workers in low income jobs. Do not cut this service. Please do not cut G2, D2, and D6!!! It is the only routes I can use as a Georgetown University student, and this would hinder simple errands I need to perform! Dcps does not provide buess to its children like every other school district in the area does. The m4 is how children in our neighborhood get to middle school and high school. If wmata gets rid o	Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metror station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? If service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, I?ll be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful bus drivers. That do not care about there jobs at all. If they do not then do a better job and screen prospective personnel. To treat people with respect much better. Those of us who go to the Georgetown Campus need bus service to campus Cutting the service discriminates among those who cannot afford Uber or Lyft. I usually take the bus on Sunday Usually the bus has a significant number of riders, including not only student but workers in low income jobs. Do not cut this service. Please do not cut G2, D2, and D6!! It is the only routes I can use as a Georgetown University student, and this would hinder simple errands I need to perform! Dcps does not provide buses to its children like every other school district in the area does. The m4 is how children in our neighborhood get to middle school and high school. If wmata gets rid o	Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metro station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? If service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, I?II be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful bus drivers. That do not care about there jobs at all. If they do not then do a better job and screen prospective personnel. To treat people with respect much better. Those of us who go to the Georgetown Campus need bus service to campus Cutting the service discriminates among those who cannot afford Uber or Lyft. I usually take the bus on Sunday Usually the bus has a significant number of riders, including not only student but workers in low income jobs. Do not cut this service. Please do not cut G2, D2, and D6!!! It is the only routes I can use as a Georgetown University student, and this would hinder simple errands I need to perform! Dcps does not provide buess to its children like every other school district in the area does. The m4 is how children in our neighborhood get to middle school and high school. If wmata gets rid o	Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metro station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? If service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, I?ll be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful bus drivers. That do not care about there jobs at all. If they do not then do a better job and screen prospective personnel. To treat people with respect much better. Those of us who go to the Georgetown Campus need bus service to campus Cutting the service discriminates among those who cannot afford Uber or Lyft. I usually take the bus on Sunday Usually the bus has a significant number of riders, including not only student but workers in low income jobs. Do not cut this service. Please do not cut G2, D2, and D6!! It is the only routes I can use as a Georgetown University student, and this would hinder simple errands I need to perform! Dcps does not provide buses to its children like every other school district in the area does. The m4 is how children in our neighborhood get to middle school and high school. If wmata gets rid of	Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metro station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? If service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, I?ll be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful bus drivers. That do not care about there jobs at all. If hey do not then do a better job and screen prospective personnel. To treat people with respect much better. Those of us who go to the Georgetown Campus need bus service to campus Cutting the service discriminates among those who cannot afford Uber or Lyft. I usually take the bus on Sunday Usually the bus has a significant number of riders, including not only student but workers in low income jobs. Do not cut this service. Please do not cut C3, D2, and D6!!! It is the only routes I can use as a Georgetown University student, and this would hinder simple errands I need to perform! Dcs does not provide buses to its children like every other school district in the area does. The m4 is how children in our neighborhood get to middle school and high school. If wmata gets rid of	Bus Service
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metro station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? If service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, 1?ll be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful bus drivers. That do not care about there jobs at all. If they do not then do a better job and screen prospective personnel. To treat people with respect much better. Those of us who go to the Georgetown Campus need bus service to campus Cutting the service discriminates among those who cannot afford Uber or Lyft. I usually take the bus on Sunday Usually the bus has a significant number of riders, including not only student but workers in low income jobs. Do not cut this service. Please do not cut G2, D2, and D6!! It is the only routes I can use as a Georgetown University student, and this would hinder simple errands I need to perform! Dcps does not provide buses to its children like every other school district in the area does. The m4 is how children in our neighborhood get to middle school and high school. If wmata gets rid of the bus line, it s	Bus Service Capital Budget
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metror station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? If service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, I?ll be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful bus drivers. That do not care about there jobs at all. If they do not then do a better job and screen prospective personnel. To treat people with respect much better. Those of us who go to the Georgetown Campus need bus service to campus Cutting the service discriminates among those who cannot afford Uber or Lyft. I usually take the bus on Sunday Usually the bus has a significant number of riders, including not only student but workers in low income jobs. Do not cut this service. Please do not cut G2, D2, and D6!! It is the only routes I can use as a Georgetown University student, and this would hinder simple errands I need to perform! Dcps does not provide buses to its children like every other school district in the area does. The m4 is how children in our neighborhood get to middle school and high school. If wmata gets rid of the bus lin	Bus Service Capital Budget
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metro station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? If service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, ?ll be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful bus drives. That do not care about there jobs at all. If they do not then do a better job and screen prospective personnel. To treat people with respect much better. Those of us who go to the Georgetown Campus need bus service to campus Cutting the service discriminates among those who cannot afford Uber or Lyft. I usually take the bus on Sunday Usually the bus has a significant number of riders, including not only student but workers in low income jobs. Do not cut this service. Please do not cut G2, D2, and D6!!! It is the only routes I can use as a Georgetown University student, and this would hinder simple errands I need to perform! Dcps does not provide buses to its children like every other school district in the area does. The m4 is how children in our neighborhood get to middle school and high school. If wmata gets rid of the bus line, it sh	Bus Service Capital Budget
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metro station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? If service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, 1?ll be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful bus drivers. That do not care about there jobs at all. If they do not then do a better job and screen prospective personnel. To treat people with respect much better. Those of us who go to the Georgetown Campus need bus service to campus Cutting the service discriminates among those who cannot afford Uber or Lyft. I usually take the bus on Sunday Usually the bus has a significant number of riders, including not only student but workers in low income jobs. Do not cut this service. Please do not cut G2, D2, and D6!!! It is the only routes I can use as a Georgetown University student, and this would hinder simple errands I need to perform! Decy does not provide buses to its children like every other school district in the area does. The m4 is how children in our neighborhood get to middle school and high school. If wmata gets rid of the bus line, it	Bus Service Capital Budget
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metror station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? If service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, 1?li be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful bus drivers. That do not care about there jobs at all. If they do not then do a better job and screen prospective personnel. To treat people with respect much better. Those of us who go to the Georgetown Campus need bus service to campus Cutting the service discriminates among those who cannot afford Uber or Lyft. I usually take the bus on Sunday Usually the bus has a significant number of riders, including not only student but workers in low income jobs. Do not cut this service. Please do not cut G2, D2, and D6!! It is the only routes I can use as a Georgetown University student, and this would buder simple errands I need to perform! Dcps does not provide buses to its children like every other school district in the area does. The m4 is how children in our neighborhood get to middle school and high school. If wmata gets rid of the bus line, it s	Bus Service Capital Budget Fares/Fees/Parking
most are constantly out of order - often for long periods of time with no one working on them. If you go through with the fair hike it will be cheaper to pay for parking or uber. Please don't cut the G2 service. This is a crucial, crucial link for Georgetown University (and neighborhood) to the rest of the city. Elimination of this would be a massive problem! Reducing bus service to encourage transfers is bad for travel because transfers take a long time and it significantly lengthens the total duration. If service cuts happen across the board, that would make the reliance on transfers even less reliable and more time consuming. The bus routes as well as every metro station are extremely important for last mike connections. Personally I spend a lot of my public transit commute on the ?last mile? and transfers ? if service cuts make it so I have to spend much longer on public transit transfers and covering the last mile, ?ll be forced to switch modes and drive. We do not need to have any cuts on any bus at all. If you do then you might just have to bring another sources like another company. To take over the metrobus completely and get rid of these disrespectful bus drivers. That do not care about there jobs at all. If they do not the do a better job and screen prospective personnel. To treat people with respect much better. Those of us who go to the Georgetown Campus need bus service to campus Cutting the service discriminates among those who cannot afford Uber or Lyft. I usually take the bus on Sunday Usually the bus has a significant number of riders, including not only student but workers in low income jobs. Do not cut this service. Please do not cut G2, D2, and D6!! It is the only routes I can use as a Georgetown University student, and this would hinder simple errands I need to perform! Dcps does not provide buses to its children like every other school district in the area does. The m4 is how whildren in our neighborhood get to middle school and high school. If wmata gets rid of the bus line, it shou	Bus Service Capital Budget Fares/Fees/Parking

Bit Bit Die Aus der schwarzerschlen und und student in werden w		
keed of the state state state is a final state is a sta	Comment	Category
Mare is parely and in all methods programs are independent on a set of any and in a set or any		Bus Service
Base shorts a theorem Display and a maximum of the property and a structure of the pro		Bus service
ten G1 Service 1		Rail Service
 Uncertain or large bar in proceedings of the second second		
his has determined and set or and set of a set of s	Cutting service on the G2, D2, D6 would greatly impact employees of local business and Georgetown	
The operation from the part of the object of the	University and residents of particular neighborhoods. There are usually students attending area school	
Jak Second and Second		Bus Service
As part of the second second part of the second sec		
magents oper form on poor book took took took oper show on poor book took took took took took took took		Bus Service
we toget means book one be the subset of the		
While is charder and a structure accord the brand of the structure accord to th		
hu evides apper adde unper sequences and the fore provides and the		
Als of service during the service serv		Bus Service
Indirectory of the sectory of the se		
Ned to be in a second that many we more applie who be on the day of the paths applies of the	A lot of people don't pay for using the Metro (they evade the fare by jumping over the fare gate). You	
main non- of the share is a share is share is a share		Operating Budget, Management and Spending
Adaptes and Link way protocols alow end to end the set of the set		
Inder adoption every againe concessor. Desire Interscript the light of the obvion three or build make in the first or is the second of the obviont to over build and of the obviont of the obviont to over build and over the over build and of the obviont to over build and over the over build and ov		Miscellaneous
 Increase prog in off inter boliese register traise sould implant meth mont. Free of a sould interse, in the legist method with an ext on off inter an ext off inter traises. In the legist method with an ext on off inter an ext off inter an ext off inter an ext off inter an ext off inter and under an ext on a sould interprot inter an ext off inter and under an ext on a sould interprot inter an ext off inter an ext off inter and under an ext on a sould interprot inter and under an ext on a sould interprot inter and under an ext on a sould interprot i		Rus Sanisa
ri ther arcuivane increase. Al field rath toose Mere doe to red afring. Consel toolse too Mare in consense to the sense to the sense there are too the sense too the sense too too too too too too too too too to		Bus Service
Not and channes handling in used used in paper lange stand and on the resolution of the stand in th		
Maters decreasing is a cases is set of howers in large you can for the readient of DC. th anadys is and how only we public transport by many three gravity (is public transport by the public transport		Capital Budget
had ensouit of gen around, these danges will regished impainted tradeed. He around week of the around the served provided and		
Approxed having before a my encode for transportation. Wey thankful for this encode. Ise Isolec It is solec have and a sole line in my control resplayboal (Difference with my my control and the line in my control resplayboal (Difference with my my control resplayboal (Difference)		
This service tange would make brang here to up on the negrity of designed o		
owing a white and/the bang batic back and left daily. Bracks, please, failed a work of construction to the work of the back of the second of		Rail Service
Do or makes railways to congregories Description Bal Societ Do or makes railways to congregories Description Bal Societ Ress, please donot devices to the societ and accomment, testery, terms, and more area seg realt As comment, testery, terms, and more area seg realt As comment, testery or the mer or symmer age to text what make a long, for instructure, the 2D but which must could have accound the ave ave ave ave ave ave ave ave ave av		en toto de
Pieses, pees dort, do service, CM. We aloud be investing in public transportation. The world is hearing up, beam, ends, trans, and more as egreat M as compared the variable of the variable o		
heading up, bases, methos, trains, and more are to great 1Å a commune, tecknyr, sitter, vennar, and bestering up, bases, methos, trains, and more are to great 1Å a commune, tecknyr, bernar, bernard, be		Kall Service
nuterin, invale grant y apprecise keeping there make and accessibility for progene. Incombination of advector cash and its encises will severed if a construction booshould and which music does and which cash and muke a lining. For instance, the 22 base will be advected muse if a main severed or use of a main severed or usevered or usevered or use of a main severed or		
The controllection of service due and fare increases will servery affect tow-increase hourse bruge of a low of and one service bit work of music ser		Bus Service
induidant where in you the metro system to get to your and make a long for instance, the 22 bas where has observed and use of subsection instance, the 22 bas where has observed and use of subsection instance, the 22 bas where has observed and use of subsection instance, the 23 bas where has observed and use of subsection instance, the 24 bas where has observed and use of subsection instance, the subsection instance, the 24 bas where has observed and use of subsection instance, the subsection instance, the 24 bas were has observed and use of subsection instance, the		
which und doe to me had elimined the weekend out of or almost 9 in row. That means I have 3 value of even 0 has service 0 has		
made frequency. Locale the implications for those wher might not have a voice or even be avoid 9 or Service 500 Service or Service Se	which runs close to me had eliminated the weekend route for almost 9 yrs now. That means I have to	
these for exacting implications. Bus Service Open transe whe bus stops in Georgetown Bos Service Crist is any for Georgetown University. (Eurly, staff, and students to travel to their home, who, and more. Whith a metro subsex stom nerby, is the quicket and more direct bus to georget, and their whole and the subsex stom nerby, is the staff. Crist in lines these as the staff. Crist in lines the staff. Rel Service Core is the proposed to lines to be cut is the quicket and more direct bus to georget, and the vool furth de core areas. Other options are just not a staff. Crist in lines means and the staff. Cris in lines means and the staff. Crist in lines means and the staf	rely on Uber and Lyft. That?s potential money that Metro could have received by simply adjust the	
Don't encounce the bus stops in decogetoom Bus Service Q = a critical way for Georgetoom. University faculty, staff and dtudents to trave their homes, work, and more. Without a metres subway station nearby, it's important for Q = toru negularly and toru encounce of Georgetoom. University faculty, staff, and dtudents to trave to the innee. Here a staff and to the exception of Georgetoom. University faculty, staff, and dtudents to trave to the proposed bus lines to be cut is the XB, which is the quicket and most direct bus to get you direct bus innes to be cut is the XB, which is the quicket and most direct bus to get you direct bus innes to be cut is the XB, which is the quicket and most direct bus to get you direct bus innes you have the QAB with the table. Joint the LAB with the the ZAB with the table and innee to get you direct bus innes you have the QAB with the table. Joint the LAB with the the ZAB with the the ZAB with the the ZAB with the table. Joint the ZAB with the the ZAB w	route frequency. I consider the implications for those who might not have a voice or even be aware of	
02 is a critical way for Georgenou University faculty, staff, and students to ravel to their homes, way, and more. White a artex subway station rately, it's important for C2 to un regularly and for of the prograde the MS. Which is the quickest and most direct bus to get you for the station from the Carear area. Other options are loss to a fast. Cartala lines mana a lot to carealy, and more. White would furth decare area. Other options are loss to a fast. Cartala lines mana a lot to carealy, and there?s have and the effect a large from emprove and only the XL/M which takes 10 minutes longer to the MS. Which takes 10 minutes longer to the MS. The MS. The more state and and the effect a large from emprove and and particle affect poor parts of the MS. Which takes 10 minutes longer to the MS. The MS. The more state and mana large trices. Prevating hours and the MS. The MS. The more model and large trices. Prevating hours and provide more discounts for lower indices on the state on the MS. The MS. The more model and large trices. Prevating hours and prevating hours and table to the state on the	these far reaching implications.	Bus Service
work, and more. Without a more. Without a more without a subory station nearby, it's important for 22 nor negulary is a subory of designed without without is the XA, which is the quicket and most direct bus to get you direct you unto a station for the Care area. Where you are guint not static chain lines means a line to people, and this would further derease the use of public transit from the Care area without a more you toos. There is no more you dong is the XAP, which has an evere of public transit from the Care area with a line week. It was used to the XAP with the XAP which has a line week and magnitude with the XAP which has a line week and magnitude with the XAP with		Bus Service
consistently in front of Georgenou University. Relive Consistently in front of Georgenous to the XB, which is the quicket and most direct bus to get you Relive (Construction) directly to union station from the Caver area. Other options are just not as fast. Certain lines mean al to to people, and thom Station. Relive (Construction) there 3 already not many options. There's no metro and only the XL/VB which takes 10 minutes longer there 3 already not many options. There's no metro and only the XL/VB which takes 10 minutes longer there 3 already not many options. There's no metro and only the XL/VB which takes 10 minutes longer there 3 already not many options. There's no metro and only the XL/VB which takes 10 minutes longer there 3 already not many options. There's no metro and only the XL/VB which takes 10 minutes longer there 4 and takes to there which would have the VL options. There's no metro and only the XL/VB which takes 10 minutes longer there which would not be oppiced to SOME initiate service cuts (Goreating have to SOME initiate service service, service lines as they are and rate prices. Perhaps initiated and there that is would be the fore twent income infore. Perhaps initiated service and takes to there now service lines service. Operating Budget, Management and Spending chylications to del there now service lines service. Service Service chylications to del there now service lines service. Service Service chylications to del there now service lines service. Service Service chylications to the optin the service lines service. Service		
One of the proposed bus lines to be out is the X8, which is the quicket and most direct bus to get you directly to union station from the carew area. When optiones area is plant ot a fair. Carew area when there's already not any option. There's needs on any option, There's needs on any option. There's needs on any option there's needs on any option. There's needs on any option. There's needs on any option, There's needs on any option. There's needs on any option, There's needs on any option. There's needs on any option, There's needs on any option. There's needs on any option, There's needs on any option. There's needs on any option, There's needs on any option. There's needs on any option, There's needs on any option. There's needs on any option, There's needs on any option. There's needs on any option and there area to any other there was any option. There area there have been at the provide the OKY source of easing accessible public transportation for students and reservice. There, and the provide there outs: would balact Georgeown University students and reservice. There area to any option. There can be any option, there outbe model balact Georgeown University students and reservice. There area to any or the provide the outbe student can be any other on the service outbe needs on the provident on the reservice. Service levels Service levels Service levels Service levels Service levels Service Service levels Service levels Service Service levels Service <li< td=""><td></td><td></td></li<>		
directly ounon station from the Caver area. Other options are just not as fast. Certain lines mean a iot to people, and this would hurth decrease the use op just transit from the Caver area when the this would hurth decrease the use op just transit from the Caver area when the caver ar		Rail Service
is to people, and this would further derease the use of public transf from the Carve area when there's already not many options. There's no metor and only the X2/9 which tass 0 minutes 0 is service apposed to losing stations as well. However, Is how paying more would negatively affect poorer parts of the DW resident to pay more to keep Metro Rail at the same level of service in tow has. I and were the Undog, it would be better to keep arear of eopysed to SOME (parenting the Weeker, Is how paying more would negatively affect poorer parts of the DW residence levels as the area and rais perces. Perchaps individues (pricourly budget excessible public transportation for students and residents in decregative levels as the area and rais perces. Perchaps individues (pricourly budgets as awy to help bring the page 1 from source in the worker, the G2 and D2 provide the OWT source of easily accessible public transportation for students and residents in decregative constructions (parenting the same rates for less service. The G2 and D2 provide the OWT source of easily accessible public transportation for students and residents in decregative to community of the source funding accessible public transportation for students and residents in decregative to community of the source of a service that is guaranteed to deliver. I vouid not favor paying the same rates for less service. Think is ning at lo keep the G2 Merdobus note feve towide the na alternative service to during its source meto funding. Adv. Jake parentee to NUT buses marwhere to pay to the decargetown neighborhood. That for alter day horitels. Education buses of the fare the NUT buses marwhere the transpossible to gat anywhere by public transport whore the NUT buses marwhere to the foregative transport and the proteod 2 and Car. That starsports discutted proteod 2 and Car. That starsports discutted a support the proteod 2 and Car.		
there's investy not many options. There's no metro and only the X29 which takes 10 minutes longer Hank 32 to get to Union Station. Hank 32 to get to Union Station as well. Noweey, Ikono yapping more would negatively affect poors in the station as well. Noweey, Ikono yapping more would negatively affect poors in the station as well. Noweey, Ikono yapping more would negatively affect poors in the station as well. Noweey, Ikono yapping more would negatively affect poors in the station in the station is well. Nowee, Ikono yapping it is would be poors for nising too this, On the whole, Ikono well here's to station is now Ikono station. Hough, Ikono Went is for Went Cancours, estinost, and Islation Stations as well here the station is for Went Cancours for Negative too Went Station as Went is Went Ikono Station. How I have the Station Station is for Went Cancours for Statient as a station is statient as the statis for Bose Transmit Trais. How I have the Station Statient is a statis for Bose Transmit Trais. How I have the Statient I have the statient is guarantee to a statis for Bose Trais. How I have the Statient I have the Statient I have the statient as the sta		
than XB toget to Union Station. Bus Service invoid much prefer to pay more to keep Metro Rail at the same level of service it now has in an very opposed to Colong stations as well. However, I know paying more would negatively affect poore parts of the DW residents, so I would not be opposed to SOME initied service cuts Coperating house the tor keep service levels as they and have to keep. Bus Service integration of the DW residence and the service resource services, and diabled folits through in would be better to keep service levels as they and have folics through in would be there to keep service must rise. Operating Budgert, Management and Spending integration control of the service would loads to Georgetow University students and respects to more funding. Also, Mettobus, which are used mainly by lower income diders, should be sparted most of the fare hikes; Metrorail can better increase fares without losing its customers base. Service levels Bus Service Bus Service Bus Service Bus		
 Iwould much prefer to pay more to keep Metro Rail at the same level of service it now has. I an very opponed to clongs stations as well. However, I know paying more would negatively affect poorter parts of the DMV residents, so I would not be opposed to SOME limited service cus (operating hours reduced, or sightly freew trains, running I if would keep costs from rising to high. On the whole, through, I would be better to keep service levels as they are and raise prices. Perhaps individual privation for low enforces on the for the service in the same prices. Perhaps individual privation for low enforces on the service interves as they are and raise prices. Perhaps individual privation for low enforces the service interves as they are and raise prices. Perhaps individual privation for low enforces of easily accessible public transportation for students and residents in deorgetown. Generality automation and residents in deorgetown. Intervents y touble base and more of easily accessible public transportation for students and residents in deorgetown englishore. Bervice is what keeps the community going. I would pay more for a service that is guaranteet to edite and they and have to lick in more funding. Also, Metrobus, which are used mainly by lower income rides, should be spared mosts routes is gue now there would be no alternative service. Bus Service levels Utrinkin ts integral to keep the C3. Uterobus route given how there would be no alternative service. Bus Service levels Duration of easily chores to sub there would be no alternative service. Bus Service Bus Service Bus Service Bus Service Bus Service levels Bus Service levels Bus Service levels Bus Service Bus Service<td></td><td>Bus Service</td>		Bus Service
of the DWY residents, so I would not be opposed to SOME limited service cuts (operating hours reduced, or sightly fewer trains running if it would kee costs from rings to high. On the whole, though, it would be better to keep service levels as they are and raise prices. Perhaps individual jurisdictions could provide more discuss to for lower income, seniors, and disbled foils throup the 22 and D2 provide the ONY source of early accessible public transportation for students and existents in decorptions. Getting rings must rise. Deprating Budget, Management and Spending Chr/counts hand the to ROY source of early accessible public transportation for students and make affortable travel off-campus nearly impossible. Service levels Service levels Service levels Service levels Service levels Service levels Deprating and Mary to Ketton such there more funding. Also, Metrobus, which are used mainly by lower income nedes, should be spared most of the fare hikes; Metroali can better increase fares without loging its cutomer base DC traffic is already horrible. Reducing buses and metros is just gona worsen the traffic in D.Cl Bus Service DC traffic is already horrible. Reducing buses and metros is just gona worsen the traffic in D.Cl Bus Service DC traffic is already horrible. Reducing buses and metros is just gona worsen the traffic in D.Cl Bus Service DC traffic is already horrible. Reducing buses and metros is just gona worsen the traffic in D.Cl Bus Service DC traffic is already horrible. Reducing buses and metros is just gona worsen the traffic in NLCl Bus Service DC traffic is already horrible. Reducing buses and metros is just gona worsen the traffic in D.Cl Bus Service DC traffic is already horrible. Reducing buses is public transportation is the only forward with the impeding dimate crisis. We need to get as many cars of the treet as possible and that can only be Cl 2 sus services DC traffic is already horrible. Reducing buses treet as possible and that can only be acosterible and that can buse possible and that c		
reduced, or slightly fewer trais running if it would keep costs from rising too high. On the whole, hough, it would be better to keep service levels as thy are and raise prices. Berhaas individual jurisdictors could provide more discounts for lower-income, seniors, and disabled foils strough the G2 and 02 provide the ONLY source of easily accessible public transportation for students and residents in Georgetown. Getting rid of these routes would loake Georgetown University students and residents in Georgetown. Getting rid of these routes would loake Georgetown University students and level for the ONLY source of easily accessible public transportation for students and residents in Georgetown. Getting rid of these routes would loake Georgetown University students and level for the ONLY source of easily accessible public transportation for students and residents to favo paying the same rates for ites service. Service is what keeps the community gong. I would pay more for a service that is guaranteed to deliver. I would not show paying the service. Service is what keeps the Community gong. I would pay more for a service that is guaranteed to loaking its cutomer base existing G2 bus stops in the Georgetown neighborhood. Unit particularly concerned about the proposed D2 and G2, as these are the ONLY buse near where I live. It is impossible to get anywhere by public transportation is the only forward with the fine gleing clinate crisis. We need to get a smy cars off the tiret as possible and that can oble dates of the accessible and G2, as these are the ONLY buse near where I live. It is impossible to get anywhere by public transportation is the only forward with the fine dilied, safe abetier case to its funders & users public transportation is the only forward that drive a car. We choose to use the gat as any cars off the street as possible and that con oble C2 sus services will not the patient and support the proposed 12 route Bus Service Buse Service Busetone Cars off the Georgetown maintegrity street as possible	opposed to closing stations as well. However, I know paying more would negatively affect poorer parts	
though, th would be better to keep service levels as they are and raise prices. Perhaps individual jurisdictions could provide moe difficuones, seniors, and disable folks though Operating Budget, Management and Spending City/Courty budgets as a way to help bridge the gait frices must rise. Operating Budget, Management and Spending FG 2 and D2 provide the OHX source of easily accounts for lower sould biolate Georgetown. Cetting rid of these routes would loalate Georgetown University students and readents in Georgetown. Cetting rid of these routes would pay more for a service that is guaranteed to Georgetown cetting rid. The service is service. Service Levels Service Levels Service Levels Service Levels Service Sign for Lower base Bus Service Bus Service DC traffic is already horrible. Reducing buses and metors is just gona worsen the traffic in D.Cl Bus Service Bus Service DC traffic is already horrible. Reducing buses and metors is just gona worsen the traffic in D.Cl Bus Service Bus Service Diversiting C2 bus service bis funders 8 user, subit transport without them. Bus Service Bus Service Diversiting and Mark visit, We need to get as many cars off the street as possible and that can only be and theraportation is the only forward with the impeding dinate crisit, We need to get as many cars off the street as possible and that can only be asservice Bus Service Diversities alidecol transportation is theon only forward that the fixed of the		
jurisdictions could provide more discounts for lower-income, seniors, and disable folks through city/courby budgets as a way to heb indige the gair process must rise. The G2 and D2 provide the OHNY source of easily accessible public transportation for students and are addents in Georgetown. Getting rid of these routes would isolate Georgetown University students and base affordable travel off-campus nearly impossible. Service is what keeps the community going. I would pay more for a service that is guaranteed to defuer. I would not folver paying these service. Service is what keeps the community going. I would pay more for a service that is guaranteed to defuer. I would not folver paying the service. Service is what keeps the community going. I would pay more for a service that is guaranteed to defuer. I would not folver paying the service. Service is what keeps the Community going. I would pay more for a service that is guaranteed to defuer. I would not the fare hiskes. Nettorail can be there increase fare without losing its customer base Rest customer base. Not think it's integraft to keep the G2 Metrobus which are used mainty by lower I'm particularly concerned about the proposed D6 and G2, as these are the ONL buses near where I live. It is impossible to get anywhere by public transportation is the only forward with the inpeding climate crisis. We need to get as many cars off the street as possible and that can only be a service. The disting reliable, sife public transportation if the only forward with the inpeding climate crisis. We need to get as way for us to combat climate change. We strong C2 sus services will the historic Greenbel ara aw history for use stored y that diver as off the Serve and y transportation inflee for hundreds of C2 sus services will the historic Greenbel ara aw history that therasportation inflee for hundreds of the anywher as off the Serve and y transportation inflee for hundreds of the soute set off the Georgetown community. Georgetown is all ady transp		
City/courty budgets as a way to help bridge the gap If prices must rise. Operating Budget, Management and Spending The G2 and D2 provide the ONYS bource of easily accessible public transportation for students and residents in Georgetown. Getting rid of these routes would isolate Georgetown University students and make affordable travel of tream os nearly impossible. Bus Service Service is what keeps the community going. I would pay more for a service that is guaranteed to deliver. I would not tavor paying the same rates for less service. Service Levels Virginia and Mary have to kick in more funding. Also, Metrobus, which are used mainly by lower income ridders, should be spared most of the fare hikes; Metrorail can better increase fares without long its customer base. Bus Service DE traffic is already horrible. Reducing buses and metros is just gonna worsen the traffic in DC1 Bus Service Bus Service Dir L is timpositio to get anywher by public transportation is the only forward with the impeding clinitor is the only forward with the impeding clinitor is de only forward with the impeding clinitor is de only forward with the impeding clinitor is de only the proposed L2 route Bus Service G12 bus service well the Historic Greenbet area with has many residents well were on a sub or the orgobard in the orgobard clinitor is alway for us to combat clinite change. We strong urg you to keep the G12 line. Bus Service G12 bus service well the Historic Greenbet area with has many residents well were you be used anywhere would be no adverse you by comparitis alway for us to combat clinite change. We strong you go us to ke		
The G2 and D2 provide the ONLY source of easily accessible public transportation for students and experience should solate Georgetown University students and Boysgetown. Getting rid of these routes would isolate Georgetown University students and Boysgetown. Getting rid of these routes would solate Georgetown University students and Boysgetown University going. I would pay more for a service that is guaranteed to Getting rid of taxor paying the same rates for tess service. Service Levels Service Levels Service University and Mayland have to kick in more funding. Also, Metrobus, which are used mainly by lower income riders, should be spared most of the fare hikes; Metrorali can better increase fares without Bus Service Bus stops in the Georgetown neighborhood. Bus Service Bus Service Bus Service Bus Service Bus stops in the Georgetown neighborhood. DC traffic is already horrible. Reducing buses and metros is just gona worsen the traffic in D.CL Bus Service Bus Serv		
residents in Georgetown. Getting rid of these routes would solate Georgetown University students and make affordable travel off-campus nearly ingossible. Service is what keeps the community going. I would pay more for a service that is guaranteed to deliver. I would not favor paying the same rates for less service. Service is what keeps the community going. I would pay more for a service that is guaranteed to deliver. I would not favor paying the same rates for less service. Service is what keeps the community going. I would pay more for a service that is guaranteed to deliver. I would not favor paying the same rates for less service. Urigin and Marghan have to kick in more funding. Also, Metrobus, which are used mainly by lower income riders, should be spared most of the fare hikes; Metrorail can better increase fares without lising its customer base Bus Service boots in the Georgetown neighborhood. De traffic is already horrible. Reducing buses and metros is just gonna worsen the traffic in D.Cl In particularly concerned about the proposed Go and G2, as these are the ONLY buses enar where I live. It is impossible to get anywhere by public transportation is the only forward with the impeding clinitate criss. We need to get as amay cras of the street as possible and tac an only be support disconting the MA route and support the proposed L2 route Bus Service G12 Bus services well the listoric Greenbelt area which has many residents who prefer to use Metro than drive acr. We choose to use the bus as a way for us to combat climate change. We strongly crime Bus Service The elimination of the G2 Burs oute in particular will cut the transportation lifeline for hundreds of students and workers of the Georgetown community. Georgetown is alrady transportation locked and eliminating necessary access will not help this ever growing issue. The an amedical Student at Georgetown University and Hicken Hystores to it will be serverely hindred if the route is completely eliminated. Thank you for your time and consideration. Fee		Operating Budget, Management and Spending
make affordable travel off-campus nearly impossible. Bus Service Service is what keeps the community going. I would pay more for a service that is guaranteed to deliver. I would not favor paying the same rates for less service. Service Levels Virgina and Mayland have to kick in more funding. Also, Metrobus, which are used mainly by lover income riders, should be spared most of the fare hikes, Metrorail can better increase fares without losing its customer base Bus Service Ibink it's integrated to keep the G2 Metrobus route given how three would be no alternative service to existing G2 bus stops in the Gorgetown neighborhood. Bus Service D'C traffic is already horrible. Reducing busse and metros is just gonna worsen the raffic in D.Cl Bus Service Itime and is altered to be the fare hiles; Metrorail is the only forward with the impeding climate crisis. We need to gat a smany cars off the street as possible and that can only be done by having reliable, safe public transportation Bus Service Is apport discontinuing the Maroute and support the proposed L2 route Bus Service Bus Service Is and only exert. We choose to use the bus as a wy for us to combat climate change. We strongy urge growing is alway for us to combat climate change. We strongy urge growing is alway for us to combat climate change. We strongy urge growing is alway for us to combat climate change. We strong urge growing is alway for us to combat climate change. We strong urge growing is alway for us to combat climate change. We strong urge growing is alway for us to combat climate change. We strong urge for school safely and efficiently given that		
Service is what keeps the community going. I would pay more for a service that is guaranteed to deliver. I would not favor paying the same rates for less service. Virginia and Maryland have to kitk in more funding. Also, Metrobus, which are used mainly by lower income riders, should be spared most of the fare hikes; Metrobus, which are used mainly by lower longing its customer base busing its customer base Uthink it's integral to keep the G2 Metrobus route given how there would be no alternative service to existing G2 bus stops in the Georgetown neighborhood. DC traffic is already horrible. Reducing buses and metros is just gonna worsen the traffic in D.CI Bus Service DC traffic is already horrible. Reducing buses and metros is just gonna worsen the traffic in D.CI Bus Service DC traffic is already horrible. Reducing buses and metros is just gonna worsen the traffic in D.CI Bus Service DC traffic is already horrible. Reducing buses and metros is just gonna worsen the traffic in D.CI Bus Service DC traffic is already horrible. Reducing buses and metros is just gonna worsen the traffic in D.CI Bus Service DC traffic is already horrible. Reducing buses and metros is just gonna worsen the traffic in D.CI Bus Service DC traffic is already horrible. Reducing buses are the ONLY buses near where I Bus Service DC 212 Bus services DC 212 Bus services DC 212 Bus services DC 212 Bus services DC 212 Bus services well the Historic Greenbelt area which has many residents who prefer to use Metro C212 Bus services well the Historic Greenbelt area which has many residents who prefer to use Metro C312 Bus services well the Historic Greenbelt area which has many residents who prefer to use Metro C312 Bus services well the Historic Greenbelt area well che altoric Greenbelt area well che Historic BC abus route in particular will cut the transportation lifeline for hundreds of students and workers of the Georgetown nomunity. Georgetown is alrady transportation lotted and Bus Service DC Bus Service DC Bus Service DC Bus for too hory w		Bus Service
deliver, I would not favor paying the same rates for less service. Service Levels Virginia and Maryland have to kick in more funding. Also, Metrobus, which are used mainly by lower Bus Service Intim K is integraf Bus Service Using its customer base Bus Service Detrafic is alrequing hurses and metros is just gonna worsen the traffic in D.Cl Bus Service Detrafic is alrequing hurses and metros is just gonna worsen the traffic in D.Cl Bus Service Detrafic is alrequing hurses and metros is just gonna worsen the traffic in D.Cl Bus Service Detrafic is alrequing hurses and metros is just gonna worsen the traffic in D.Cl Bus Service Inve neticularly concerned about the proposed D6 and G2, as these are the ONLY buses near where I Bus Service Iwe. It is inpossible to get an where by public transportation is the only forward with the further set os to is fundres was ever set or Studners and support the proposed 12 route Bus Service I Support discontinuing the M4 route and support the proposed 12 route Bus Service Bus Service I Sub service swell the Historic Greenbelt area which has many resident who prefer to use Metro Bus Service Bus Service I support discontinuing the M4 route and support the proposed 12 route Bus Service Bus Service I support discontinuing the M4 route a		
Virginia and Maryland have to kick in more funding. Also, Metrobus, which are used mainly by lower Income riders, should be spared most of the fare hikes, Metrorail can better increase fares without Bus Service Bus Service Ithink It's integral to keep the G2 Metrobus route given how there would be no alternative service to Bus Service Oct raffic is already horrible. Reducing buses and metros is just gonna worsen the traffic in D.Cl Bus Service Dire. It is imposible to get anywhere by public transport without them. Bus Service Metro needs to make a better case to its funders & users; public transport ation is the only forward with the impeding cindence crisit. We need to get as many cars off the street as possible and that can only be done by having reliable, safe public transportation! Bus Service G2 Lass services well the Historic Greenbet area which has many residents who prefer to use Metro tas any any for us to combat climate change. We strongly urge you to keep the G2 line. Bus Service Bus Service Bus Service Bus Service The elimination of the G2 bus route in particular will cut the transportation lifeline for hundreds of students and workers of the Gorgetown neighbed and dirty, given that 1 do not own a car. I'm a huge supporter of public transportation but my access to it will be severely hindered if the route regresting size. Bus Service I am a medical student at Gorgetown neighbed workers of the Gorgetown neighbed workers of the work on other and most resource direct and conserget work workers of the get to show are were did		Service Levels
Income riders, should be spared most of the fare hikes; Metrorail can better increase fares without losing its customer base losing its customer ba		
 I think I's integral to keep the G2 Metrobus route given how there would be no alternative service to existing G2 bus stops in the Georgetown neighborhood. DCtraffic is already horrible. Reducing buses and metros is just gonna worsen the traffic in D.C1 Bus Service Bus		
existing G2 bus stops in the Georgetown neighborhood. DC traffic is already horrible. Reducing buses and metros is just gonna worsen the traffic in D.Cl Bus Service Urm particularly concerned about the proposed D5 and G2, as these are the ONLY buses ner where I live. It is impossible to get anywhere by public transport without them. Bus Service Urm particularly to ened to get as many cars of the street as possible and that can only be done by having reliable, safe public transportation I set only forward with done by having reliable, safe public transportation I the proposed L2 route G12 Bus services well the Historic Greenbelt area which has many residents who prefer to use Metro than drive a car. We choose to use the bus as a way for us to combat climate crish. We strongly urg you to keep the G12 line. Bus Service Bus Se		Bus Service
DC traffic is already horrible. Reducing buses and metros is just gonna worsen the traffic in D.Cl Bus Service I'm particularly concerned about the proposed D6 and G2, as these are the ONLY buses near where I Bus Service Metro needs to make a better case to its funders & users: public transportation is the only forward with the impeding climate crisis. We need to get as many cars off the street as possible and that can only be done by having reliable, safe public transport the proposed L2 route Bus Service Bus services well the Historic Greenbelt area which has many residents who prefer to use Metro tand drive a car. We choose to use the bus as a way for us to combat climate change. We strongly urge bus the cf12 line. Bus Service The elimination of the G2 bus route in particular will cut the transportation lifeline for hundreds of students at Georgetown University and 1 rely HEAVILY on the G2 bus route in aparticular will cut the descretor to twill the severe rowing issue. Bus Service I am a medical student at Georgetown University and 1 rely HEAVILY on the G2 bus route to get to acholy way I can get to school safely and efficiently, given that 1 do not own acar. I'm a huge support of public transport to businesse 2 bot for workers and for people like me who will no longer be able to go to a show or even dinner knowing that Metro is available as an option. Metro has already raised fares for those of us who used to travel at non-rush hour time during the week. The \$2 weekend fares are much appreciated by those of us who used to travel at non-rush hour time during the week. The \$2 weekend fares are much appreciated by those of us who used to ravel at non-rush hour time during the week. The \$2 weekend fares are much appreciated by those of us		
I'm particularly concerned about the proposed D6 and G2, as these are the ONLY buses near where I live. It is impossible to get anywhere by public transport without them. Wetro needs to make a better case to its funders & users: public transportation is the only forward with the impeding climate crisis. We need to get as many cars off the street as possible and that can only be done by having reliable, safe public transportation I support discontinuing the M4 route and support the proposed L2 route Bus Services G12 Bus services well the Historic Greenbelt area which has many residents who prefer to use Metro than drive a car. We choose to use the bus as a way for us to combat climate change. We strongly urge you to keep the G12 line. The elimination of the G2 bus route in particular will cut the transportation lifeline for hundreds of students and workers of the Georgetown community. Georgetown is alrady transportation locked and eliminating necessary access will not help this ever growing issue. I am a medical student at Georgetown University and I rely HEAVILY on the G2 bus route to get to school and work. The G2 bus is the only way I can get to school safely and efficiently, given that I do not own or acr. I'm a huge support of public transportation businesses ? both for workers and for people like me who will no longer be able to go to a show or even dinner knowing that Metro is available as an option. Metro has already raised fares for those of us who used to travel at non-rush hour times during the week. The S2 weekend fares are much appreciated by those of us who are already coping with extreme service disruptions. Bus Service		
live. It is impossible to get anywhere by public transport without them. Bus Service Metro needs to make a better case to its funders & users: public transportation is the only forward with the impeding climate crisis. We need to get as many cars off the street as possible and that can only be done by having reliable, safe public transportation Fare Evasion/Safety/Crime I support discontinuing the M4 route and support the proposed L2 route Bus Service G12 Bus services well the Historic Greenbelt area which has many residents who prefer to use Metro than drive a cri. We choose to use the bus as a way for us to combat climate change. We strongly ure you to keep the G12 line. Bus Service The elimination of the G2 bus route in particular will cut the transportation locked and eliminating necessary access will not help this ever growing issue. Bus Service I am a medical student at Georgetown I safedy transportation to be stervely hindered if the route is completely eliminated. Thank you for your time and consideration. Bus Service Fees for parking and bikes seen allo low? Particularly given what train fares currently cost. If the Metro chase sarly on weekends, that will have an imperiated busines of us who used to travel at non-rush hour times during the week. The \$2 weekend fares are much appreciated by those of us who used to travel at non-rush hour times during the week. The \$2 weekend fares are much appreciated by those of us who used to travel at non-rush hour times during the week. The \$2 weekend fares are much appreciated by tose of us who used to travel at non-rush hour times during the week. The \$2 weekend fares are much appreciated by tose of us who used to travel at non-rush hour times during the week. The \$2 weekend fares are much appreciated by		Bus Service
Metro needs to make a better case to its funders & users: public transportation is the only forward with the impeding climate crisis. We need to get as many cars off the street as possible and that can only be done by having reliable, safe public transportation! Fare Evasion/Safety/Crime I support discontinuing the M4 route and support the proposed L2 route Bus Service G12 Bus services well the Historic Greenbelt area which has many residents who prefer to use Metro than drive a car. We choose to use the bus as a way for us to combat climate change. We strongly urge you to keep the G12 line. Bus Service The elimination of the G2 bus route in particular will cut the transportation lifeline for hundreds of students and workers of the Georgetown community. Georgetown is alrady transportation locked and eliminating necessary access will not help this ever growing issue. Bus Service I am a medical student at Georgetown University and I rely HEAVILY on the G2 bus route to get to school and work. The G2 bus is the only way I can get to school safely and efficiently, given that I do not own a car. I'm a huge supporter of public transportation but my access to it will be severely hindered if the route is completely eliminated. Thank you for your time and consideration. Bus Service Fees for parking and bikes seem a bit low ? particularly given what train fares currently cost. If the meed to go to a show or even dinner knowing that Metro is available as an option. Metro has already raised fares for those of us who used to travel at non-rush hour times during the week. The 52 weekend fares are much appreciated by those of us who are already coping with extreme service disruptions. Bus S		Rus Sanira
the impeding climate crisis. We need to get as many cars off the street as possible and that can only be done by having reliable, safe public transportation 1 Fare Evasion/Safety/Crime 8 Bus Service 9 G12 Bus services well the Historic Greenbelt area which has many residents who prefer to use Metro than drive a car. We choose to use the bus as a way for us to combat climate change. We strongly ure you to keep the G12 line. 8 Bus Service The elimination of the G2 bus route in particular will cut the transportation lifeline for hundreds of students and workers of the Georgetown community. Georgetown is alrady transportation locked and eliminating necessary access will not help this ever growing issue. 8 Bus Service 1 am a medical student at Georgetown University and 1 rely HEAVILY on the G2 bus route to get to school and work. The G2 bus is the only way I can get to school safely and efficiently, given that I do not own a car. I'm a huge supporter of public transportation but my access to it will be severely hindered if the route is completely eliminated. Thank you for your time and consideration. 8 Bus Service Fees for parking and bikes seem a bit low ? particularly given what train fares currently cost. If the Metro closes early on weekends, that will have an impact on businesses ? both for workers and for people like me who will no longer be able to go to a show or even dinner knowing that Metro is available as an option. Metro has already raised fares for those of us who used to travel at non-rush hour times during the week. The \$2 weekend fares are much appreciated by those of us who are already coping with extreme service disruptions. 8 Bus Service		
done by having reliable, safe public transportation! Fare Evasion/Safety/Crime I support discontinuing the M4 route and support the proposed L2 route Bus Service G12 Bus services well the Historic Greenbelt area which has many residents who prefer to use Metro than drive a car. We choose to use the bus as a way for us to combat climate change. We strongly urge you to keep the G12 line. Bus Service The elimination of the G2 bus route in particular will cut the transportation lifeline for hundreds of students and workers of the Georgetown community. Georgetown is alrady transportation locked and eliminating necessary access will not help this ever growing issue. Bus Service I am a medical student at Georgetown University and I rely HEAVILY on the G2 bus route to get to school and work. The G2 bus is the only way I can get to school safely and efficiently, given that I do not own a car. I'm a huge supporter of public transportation but my access to it will be severely hindered if the route is completely eliminated. Thank you for your time and consideration. Bus Service Fees for parking and bikes seem as bit low ? particularly given what train fares currently cost. If the Metro closes early on weekends, that will have an impact on businesses ? bot for workers and for people like me who will no longer be able to go to a show or even dinner knowing that Metro is available as an option. Metro has already raised fares for those of us who used to travel at non-rush hour times during the week. The \$2 weekend fares are much appreciated by those of us who are already coping with extreme service disruptions. Bus Service		
I support discontinuing the M4 route and support the proposed L2 route G12 Bus services well the Historic Greenbelt area which has many residents who prefer to use Metro than drive a car. We choose to use the bus as a way for us to combat climate change. We strongly urge you to keep the G12 line. Bus Service The elimination of the G2 bus route in particular will cut the transportation lifeline for hundreds of students and workers of the Georgetown community. Georgetown is alrady transportation locked and eliminating necessary access will not help this ever growing issue. I an a medical student at Georgetown Inviresity and I rely HEAVILV on the G2 bus route to get to school and work. The G2 bus is the only way I can get to school safely and efficiently, given that I do not own a car. I'm a huge supporter of public transportation but my access to it will be severely hindered if the route is completely eliminated. Thank you for your time and consideration. Bus Service Fees for parking and bikes seem a bit low? P articularly given what train fares currently cost. If the Metro closes early on weekends, that will have an impact on businesses ? both for workers and for people like me who will no longer be able to go to a show or even dinner knowing that Metro is available as an option. Metro has already raised fares for those of us who are already coping with extreme service disruptions.		Fare Evasion/Safety/Crime
G12 Bus services well the Historic Greenbelt area which has many residents who prefer to use Metro Bus Service than drive a car. We choose to use the bus as a way for us to combat climate change. We strongly urge Bus Service The elimination of the G2 bus route in particular will cut the transportation lifeline for hundreds of Bus Service students and workers of the Georgetown community. Georgetown is alrady transportation locked and Bus Service eliminating necessary access will not help this ever growing issue. Bus Service I am a medical student at Georgetown University and I rely HEAVILY on the G2 bus route to get to school and work. The G2 bus is the only way I can get to school safely and efficiently, given that I do not own a car. I'm a huge supporter of public transportation but my access to it will be severely hindered if the route is completely eliminated. Thank you for your time and consideration. Bus Service Fees for parking and bikes seem a bit low ? particularly given what train fares currently cost. If the Metro is available as an option. Metro has already raised fares for those of us who used to travel at non-rush hour times during the week. The \$2 weekend fares are much appreciated by those of us who are already coping with extreme service disruptions. Bus Service		
than drive a car. We choose to use the bus as a way for us to combat climate change. We strongly ure you to keep the G12 line. Bus Service The elimination of the G2 bus route in particular will cut the transportation lifeline for hundreds of students and workers of the Georgetown community. Georgetown is alrady transportation locked and eliminating necessary access will not help this ever growing issue. Bus Service I am a medical student at Georgetown University and 1 rely HEAVILY on the G2 bus route to get to school and work. The G2 bus is the only way I can get to school safely and efficiently, given that I do not own a car. I'm a huge supporter of public transportation but my access to it will be severely hindered if the route is completely eliminated. Thank you for your time and consideration. Bus Service Fees for parking and bikes seem a bit low ? particularly given what train fares currently cost. If the Metro closes early on weekends, that will have an impact on businesses ? both for workers and for people like me who will no longer be able to go to a show or even dinner knowing that Metro is available as an option. Metro has already raised fares for those of us who used to travel at non-rush hour times during the week. The \$2 weekend fares are much appreciated by those of us who are already coping with extreme service disruptions. Bus Service		
The elimination of the G2 bus route in particular will cut the transportation lifeline for hundreds of students and workers of the Georgetown community. Georgetown is alrady transportation locked and eliminating necessary access will not help this ever growing issue. Bus Service I an a medical student at Georgetown University and I rely HEAVILY on the G2 bus route to get to school and work. The G2 bus is the only way I can get to school safely and efficiently, given that I do not own a car. I'm a huge supporter of public transportation but my access to it will be severely hindered if the route is completely eliminated. Thank you for your time and consideration. Bus Service Fees for parking and bikes seem a bit low? P particularly given what train fares currently cost. If the Metro closes early on weekends, that will have an impact on businesses ? both for workers and for people like me who will no longer be able to go to a show or even dinner knowing that Metro is available as an option. Metro has already raised fares for those of us who used to travel at non-rush hour times during the week. The 52 weekend fares are much appreciated by those of us who are already coping with extreme service disruptions. Bus Service		
students and workers of the Georgetown community. Georgetown is alrady transportation locked and eliminating necessary access will not help this ever growing issue. I am a medical student at Georgetown University and I rely HEAVILY on the G2 bus route to get to school and work. The G2 bus is the only way I can get to school safely and efficiently, given that I do not own a car. I'm a huge supporter of public transportation but my access to it will be severely hindered if the route is completely eliminated. Thank you for your time and consideration. Fees for parking and bikes seem a bit low ? particularly given what train fares currently cost. If the Metro closes early on weekends, that will have an impact on businesses ? both for workers and for people like me who will no longer be able to go to a show or even dinner knowing that Metro is available as an option. Metro has already raised fares for those of us who used to travel at non-rush hour times during the week. The \$2 weekend fares are much appreciated by those of us who are already coping with extreme service disruptions. Bus Service		Bus Service
eliminating necessary access will not help this ever growing issue. Bus Service I am a medical student at Georgetown University and I rely HEAVILY on the G2 bus route to get to school and work. The G2 bus is the only way I can get to school safely and efficiently, given that I do not own a car. I'm a huge supporter of public transportation but my access to it will be severely hindred if the route is completely eliminated. Thank you for your time and consideration. Bus Service Fees for parking and bikes seem a bit low ? particularly given what train fares currently cost. If the Metro closes early on weekends, that will have an impact on businesses ? both for workers and for people like me who will no longer be able to go to a show or even dinner knowing that Metro is available as an option. Metro has already raised fares for those of us who used to travel at non-rush hour times during the week. The \$2 weekend fares are much appreciated by those of us who are already coping with extreme service disruptions. Bus Service		
I am a medical student at Georgetown University and I rely HEAVILY on the G2 bus route to get to school and work. The G2 bus is the only way I can get to school safely and efficiently, given that I do not own a car. I'm a huge supporter of public transportation but my access to it will be severely hindered the route is completely eliminated. Thank you for your time and consideration. Fees for parking and bikes seem a bit I ow? particularly given what train fares currently cost. If the Metro closes early on weekends, that will have an impact on businesses ? both for workers and for people like me who will no longer be able to go to a show or even dinner knowing that Metro is available as an option. Metro has already raised fares for those of us who used to travel at non-rush hour times during the week. The 52 weekend fares are much appreciated by those of us who are already coping with extreme service disruptions. Bus Service		
school and work. The G2 bus is the only way I can get to school safely and efficiently, given that I do not own a car. I'm a huge supporter of public transportation but my access to it will be severely hindered if the route is completely eliminated. Thank you for your time and consideration. Bus Service Fees for parking and bikes seem a bit low? Particularly given what train fares currently cost. If the Metro closes early on weekends, that will have an impact on businesses ? both for workers and for people like me who will no longer be able to go to a show or even dinner knowing that Metro is available as an option. Metro has already raised fares for those of us who used to travel at non-rush hour times during the week. The 52 weekend fares are much appreciated by those of us who are already coping with extreme service disruptions. Bus Service		Bus Service
own a car. I'm a huge supporter of public transportation but my access to it will be severely hindered if the route is completely eliminated. Thank you for your time and consideration. Bus Service Fees for parking and bikes seem a bit low ? particularly given what train fares currently cost. If the Metro closes early on weekends, that will have an impact on businesses ? both for workers and for people like me who will no longer be able to go to a show or even dinner knowing that Metro is available as an option. Metro has already raised fares for those of us who used to travel at non-rush hour times during the week. The \$2 weekend fares are much appreciated by those of us who are already coping with extreme service disruptions. Bus Service		
the route is completely eliminated. Thank you for your time and consideration. Bus Service Fees for parking and bikes seem a bit low ? particularly given what train fares currently cost. If the Metro closes early on weekends, that will have an impact on businesses ? both for workers and for people like me who will no longer be able to go to a show or even dinner knowing that Metro is available as an option. Metro has already raised fares for those of us who used to travel at non-rush hour times during the week. The \$2 weekend fares are much appreciated by those of us who are already coping with extreme service disruptions. Bus Service		
Fees for parking and bikes seem a bit low ? particularly given what train fares currently cost. If the Metro closes early on weekends, that will have an impact on businesses ? both for workers and for people like me who will no longer be able to go to a show or even dinner knowing that Metro is available as an option. Metro has already raised fares for those of us who used to travel at non-rush hour times during the week. The \$2 weekend fares are much appreciated by those of us who are already coping with extreme service disruptions.		Rus Service
Metro closes early on weekends, that will have an impact on businesses ? both for workers and for people like me who will no longer be able to go to a show or even dinner knowing that Metro is available as an option. Metro has already raised fares for those of us who used to travel at non-rush hour times during the week. The 52 weekend fares are much appreciated by those of us who are already coping with extreme service disruptions. Bus Service		
people like me who will no longer be able to go to a show or even dinner knowing that Metro is available as an option. Metro has already raised fares for those of us who used to travel at non-rush hour times during the week. The \$2 weekend fares are much appreciated by those of us who are already coping with extreme service disruptions. Bus Service		
available as an option. Metro has already raised fares for those of us who used to travel at non-rush hour times during the week. The \$2 weekend fares are much appreciated by those of us who are already coping with extreme service disruptions. Bus Service		
hour times during the week. The \$2 weekend fares are much appreciated by those of us who are already coping with extreme service disruptions. Bus Service		
Put strong effort into fare stealers who jump over the gates and station managers do nothing. Fares/Fees/Parking		Bus Service
	Put strong effort into fare stealers who jump over the gates and station managers do nothing.	Fares/Fees/Parking

Comment	Category
This is unfortunate we should be disincentivizing driving to get more people to use the great metro	
system. Bring up the no right on red sooner for cars, charge congestion pricing etc and get more	Conital Durdent
investment into metro given it covers three jurisdictions! It would be absolutely unfair to entirely eliminate the G2 service, as it is the only direct route to	Capital Budget
Georgetown campus main gates. As a young woman taking night classes, this offers a safe option and	
without it people might feel compelled to pay for over-priced rideshares. Condensing the 31 and 33	
routes also impacts direct commutes from residential neighborhoods to downtown DC, further	
complicating the public transportation process. And then eliminating weekend service of the N2, N4,	
and N6 routes also makes it incredibly hard to get around and forces people to turn to expensive	Bus Service
I ride the bus a few times a t week. Imam shocked and anger that many passengers just walk on and do	
not pay. It is discouraging and contributes to a sense of lawlessness on the buses. I also, ride Metro and	
and shocked at how many people evade paying.	Bus Service
fare increases are not ideal but are not a backbreaker, especially when Metro has great programs for	
low income riders. Service cuts must be avoided at all costs! The most important factors for people	
taking transit is reliability and frequency, and if these are impacted, we will enter a death spiral.	Bus Service
the line of M4 is vital for seniors in all the area ,please do not think of eliminating it. This line connect	
schools and hospital wth our area. We lost line E6 and do not possibly effort an other transportation	
loss.	Bus Service
Shutting down the G2 and consolidating the 31 and 33 will render Georgetown University students and	
Georgetown neighborhood residents unable to take any efficient public transport. This neighborhood is already so isolated by lack of Metrorail access that more cuts to service here would be extremely	
harmful.	Rail Service
I am a graduate student at Georgetown university and the proposed cuts to the G2, D2, and D6 bus	
routes, in particular, would make it EXTREMELY difficult to commute to campus for my classes every	
day. I find these proposed cuts particularly preposterous considering Georgetown doesn?t have a	
metrorail station either, leaving people with practically no option to commute to the area. Additionally,	
this clearly runs very counter to any climate initiatives to reduce the amount of people commuting by	
car (for those lucky enough to even have a car - which neither I, not the majority of my classmates, do).	Bus Service
Maximize bus and rail capacity. Eliminate empty buses. Install fare evasion gates at ALL stations. Rotate	
security to metro stations and crack down on all the freeloaders. Cut back to six-car trains after rush	
hours.	Bus Service
Please don't further cut off Georgetown University from public transport by getting rid of the G2, D2,	
and D6	Bus Service
When metrics or information did you use to make these proposed route decreases or route	
elimination? It is hard to understand why certain routes were chosen or in the case of station closures	
those stations were selected with seeing the metrics. I suggest a link to this information be added to	
each page of the survey for easy access to the information.	Miscellaneous
You want to be more expensive and provide less service. Makes no sense	Service Levels
Take into consideration the people who rely on Metrorail and Metrobus exclusively for their	
transportation needs when you consider making these drastic changes.	Bus Service
Service cuts and fare increases impact the people who need services most ? low income, public	
transport populations. I?m not in favor of anything that impacts those populations. Public	Rue Capitan
transportation should be free to low income riders (if not to everyone). Removal of the G2, D2, and D6 routes would be very difficult for Georgetown students as we use these	Bus Service
modes of transportation to access areas of DC. At least one route should continue to stop here.	Bus Service
indues of transportation to access areas of DC. At least one route should continue to stop here.	
	Sub-Service
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other	
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools.	Bus Service
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other	
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure	
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to	
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong	
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one	
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements	Bus Service Bus Service
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase	Bus Service
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase Washington, DC will never be a world-class city with an expensive public transportation system that is	Bus Service Bus Service Capital Budget
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow.	Bus Service Bus Service
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingy slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communities	Bus Service Bus Service Capital Budget
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communities that use the metro to go to school or get groceries. Georgetown presents unique geological challenges	Bus Service Bus Service Capital Budget
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communities that use the metro tog to school or get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenges because its local residents oppose the addition of	Bus Service Bus Service Capital Budget
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communities that use the metro to go to school or get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenges because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redine stops back in the 1970s when	Bus Service Bus Service Capital Budget Miscellaneous
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communities that use the metro to go to school or get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenges because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redline stops back in the 1970s when Metro first opened here.	Bus Service Bus Service Capital Budget
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communities that use the metro to go to school or get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenges because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redine stops back in the 1970s when	Bus Service Bus Service Capital Budget Miscellaneous
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communities that use the metro tog to school or get groceries. Georgetown presents unique geological challenges that use the metro stop. Aside from the political challenges because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redline stops back in the 1970s when Metro first opened here. Although I do not use the bus every day, I do use the G12 bus sometimes and it helps me when I don't have access to a car. Please do not cut off bus access to people who need it.	Bus Service Bus Service Capital Budget Miscellaneous Fares/Fees/Parking
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communities that use the metro to go to school or get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenges because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redline stops back in the 1970s when Metro first opened here.	Bus Service Bus Service Capital Budget Miscellaneous Fares/Fees/Parking Bus Service
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communities that use the metro to go to school or get groceries. Georgetown presents unique geological challenges to a metro stop a stop to quadruple that of other redine stops back in the 1970s when Metro first opened here. Although I do not use the bus every day, I do use the G12 bus sometimes and it helps me when I don't have access to a car. Please do not cut off bus access to people who need it. The G2 line is my only way to and from work. Please do not eliminate it.	Bus Service Bus Service Capital Budget Miscellaneous Fares/Fees/Parking Bus Service
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communities that use the metro to go to school or get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenges because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redline stops back in the 1970s when Metro first opened here. Although I do not use the bus every day, I do use the G12 bus sometimes and it helps me when I don't have access to a car. Please do not cut off bus access to poole who need it. The G2 line is my only way to and from work. Please do not eliminate it.	Bus Service Bus Service Capital Budget Miscellaneous Fares/Fees/Parking Bus Service
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase. Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communities that use the metro to go to school or get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenge because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redline stops back in the 1970s when Metro first opened here. Although 1d on ot use the bus every day, I do use the G12 bus sometimes and it helps me when I don't have access to a car. Please do not cut off bus access to people who need it. The G2 line is my only way to and from work. Please do not eliminate it. The most common evening shift is 3pm to 11pm. Cutting weekday service to 10pm would significantly impact many people who rely on rail service to get to and from work. I am adamantly against this cut	Bus Service Bus Service Capital Budget Miscellaneous Fares/Fees/Parking Bus Service Bus Service Bus Service
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communities that use the metro stop to go to get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenges because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redline stops back in the 1970s when Metro first opened here. Although I do not use the bus every day, I do use the G12 bus sometimes and it helps me when I don't have access to a car. Please do not cut off bus access to people who need it. The G2 line is my only way to and from work. Please do not eliminate it. The most common evening shift is 3pm to 11pm. Cutting weekday service to 10pm would significantly impact many people who redy on rail service to get to and from work. I am adamantly against this cut because it is how I got to work for many years.	Bus Service Bus Service Capital Budget Miscellaneous Fares/Fees/Parking Bus Service Bus Service Bus Service
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communities that use the metro to go to school or get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenges because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redline stops back in the 1970s when Metro first opened here. Although 1 do not use the bus every day, I do use the G12 bus sometimes and it helps me when I don't have access to a car. Please do not cut off bus access to people who need it. The G2 line is my only way to and from work. Please do not eliminate it. The most common evening shift is 3pm to 11pm. Cutting weekday service to 10pm would significantly impact many people who rely on rail service to get to and from work. I am adamantly against this cut because it is how I got to work for many years. Public transport in this city is a disgrace. Maybe cut subsidies for cars and money spent on roads for cars and actually provide free public services and built more bike lines. Don't get rid of the G2 pleasell It	Bus Service Bus Service Capital Budget Miscellaneous Fares/Fees/Parking Bus Service Bus Se
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communites that use the metro stop to go to school or get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenges because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redline stops back in the 1970s when Metro first opened here. Although I do not use the bus every day, I do use the G12 bus sometimes and it helps me when I don't have access to a car. Please do not cut off bus access to people who need it. The most common evening shift is 3pm to 11pm. Cutting weekday service 10pm would significantly impact many people who rely on rail service to get to and from work. I am adamantly against this cut because it is how I got to work for many years. Public transport in this city is a disgrace. Maybe cut subsidies for cars and money spent on roads for cars and actually provide free public services and built more bike lines. Don't get rid of the G2 please!! It's one of the few bus options Georgetown University students have.	Bus Service Bus Service Capital Budget Miscellaneous Fares/Fees/Parking Bus Service Bus Service Rail Service Bus Service
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase. Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communities that use the metro to go to school or get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenges because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redline stops back in the 1970s when Metro first opened here. Although I do not use the bus every day, I do use the G12 bus sometimes and it helps me when I don't have access to a car. Please do not cut off bus access to people who need it. The G2 line is my only way to and from work. Please do not eliminate it. The most common evening shift is 3 mo to 11pm. Cutting weekday service to 10pm would significantly impact many people who rely on rail service to get to and from work. I am adamantly against this cut because it is how I got to work for many gers. Public transport in this city is a disgrace. Maybe cut subsidies for cars and money spent on roads for cars and actually provide free public services and built more bike lines. Don't get rid of the G2 pleasell I	Bus Service Bus Service Capital Budget Miscellaneous Fares/Fees/Parking Bus Service Bus Se
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communities that use the metro to go to school or get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenges because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redline stops back in the 1970s when Metro first opened here. Although 1 do not use the bus every day, I do use the G12 bus sometimes and it helps me when I don't have access to a car. Please do not cut off bus access to people who need it. The G2 line is my only way to and from work. Please do not climinate it. The G2 line is dot on really on a difference to get to and from work. I am adamantly against this cut because it is how I got to work for many years. Public transport in this city is a disgrace. Maybe cut subsidies for cars and admantly against this cut because it is how I got to work for many years. Public transport in this city is a disgrace. Maybe cut subsidies for cars and money spent on roads for cars and actually provide free public services and built more	Bus Service Bus Service Capital Budget Miscellaneous Fares/Fees/Parking Bus Service Bus Se
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communites that use the metro tog to school or get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenges because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redline stops back in the 1970s when Metro first opened here. Although 1 do not use the bus every day, I do use the G12 bus sometimes and it helps me when I don't have access to a car. Please do not cut off bus access to people who need it. The most common evening shift is 3pm to 11pm. Cutting weekday service to 10pm would significantly impact many people who rely on rail service to get to and from work. I am adamantly against this cut because it is how I got to work for many years. Public transport in this city is a disgrace. Maybe cut subsidies for cars and money spent on roads for cars and actually provide free public services and built more bike lines. Don't get rid of the G2 please!!! It's one of the few bus options Georgetown University students have. bruh thi	Bus Service Bus Service Capital Budget Miscellaneous Fares/Fees/Parking Bus Service Bus Se
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communities that use the metro tog to school or get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenges because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redline stops back in the 1970s when Metro first opened here. Although I do not use the bus every day, I do use the G12 bus sometimes and it helps me when I don't have access to a car. Please do not cut off bus access to people who need it. The most common evening shift is 3pm to 11pm. Cutting weekday service to 10pm would significantly impact many years. Public transport in this city is a disgrace. Maybe cut subsidies for cars and money spent on roads for cars and actually provide free public services and built more bike lines. Don't get rid of the G2 please!!! It's one of the few bus options Georgetown University students have. bruh this sucks If buses run less frequently ridership will decline further, which will result in yet more cuts down the road. If you wan	Bus Service Bus Service Capital Budget Miscellaneous Fares/Fees/Parking Bus Service Bus Se
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communities that use the metro to go to school or get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenges because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redline stops back in the 1970s when Metro first opened here. Although 1 do not use the bus every day, I do use the G12 bus sometimes and it helps me when I don't have access to a car. Please do not cut off bus access to people who need it. The G2 line is my only way to and from work. Please do not eliminate it. The dist common evening shift is 3 mit or 11pm. Cutting weekday service to 10pm would significantly impact many people who rely on rail service to get to sub flow sorter sorts and money spent on roads for cars and actually provide free public services and built more bike lines. Don't get rid of the G2 please!! It's one of the few bus options Georgetown University students have. bruth this sucks if buses run less frequently ridership will decline further, which will result in yet more cuts down the road. If you	Bus Service Bus Service Capital Budget Miscellaneous Fares/Fees/Parking Bus Service
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communities that use the metro to go to school or get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenges because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redline stops back in the 1970s when Metro first opened here. Although 1 do not use the bus every day, I do use the G12 bus sometimes and it helps me when I don't have access to a car. Please do not cut off bus access to people who need it. The G2 line is my only way to and from work. Please do not eliminate it. The most common evening shift is 3pm to 11pm. Cutting weekday service to 10pm would significantly impact many people who rely on rail service to get to and from work. I am adamantly against this cut because it is how I got to work for many years. Public transport in this city is a disgrace. Maybe cut subsidies for cars and money spent on roads for cars and acculally provide free public services and built more bike lines. Don't get rid of the G2 please!! I	Bus Service Bus Service Capital Budget Miscellaneous Fares/Fees/Parking Bus Service Bus Se
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communites that use the metro tog to school or get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenges because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redline stops back in the 1970s when Metro first opened here. Although I do not use the bus every day, I do use the G12 bus sometimes and it helps me when I don't have access to a car. Please do not cut off bus access to people who need it. The G2 line is my only way to and from work. Please do not eliminate it. The most common evening shift is 3pm to 11pm. Cutting weekday service to 10pm would significantly impact many people who rely on rail service to get to and from work. I am adamantly against this cut because it is how I got to work for many years. Public transport in this city is a disgrace. Maybe cut subsidies for cars and money spent on roads for cars and actually provide free public services and built more bike lines. Don't get rid of the G2 please!!! It's	Bus Service Bus Service Capital Budget Miscellaneous Fares/Fees/Parking Bus Service
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase. Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communities that use the metro to go to school or get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenges because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redline stops back in the 1970s when Metro first opened here. Although I do not use the bus every day, I do use the G12 bus sometimes and it helps me when I don't have access to a car. Please do not cut off bus access to people who need it. The G2 line is my only way to and from work. Please do not eliminate it. The do to work for many years. Public transport in this city is a disgrace. Maybe cut subsidies for cars and money spent on roads for cars and actually provide free public services and built more bike lines. Don't get rid of the G2 please!! It's one of the few bus options Georgetown University students have. brut hit's sucks If buses run less frequently ridership will decline further, which will result in yet more cuts down the road. If you want people	Bus Service Bus Service Capital Budget Miscellaneous Fares/Fees/Parking Bus Service
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communities that use the metro to go to school or get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenge because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redline stops back in the 1970s when Metro first opened here. Although 1 do not use the bus every day, 1 do use the G12 bus sometimes and it helps me when 1 don't have access to a car. Please do not cut off bus access to people who need it. The G2 line is my only way to and from work. Please do not eliminate it. The G2 line is my only way to and from mork. Please do not eliminate it. Denost common evening shift is 3 gmis envice to get to and from work. I am adamantly against this cut because it is how 1 got to work for many years. Public transport in this city is a disgrace. Maybe cut subsidies for cars and money spent on roads for cars and actually provide free public services and built more bike lines. Don't get rid of the G2 please!! It's one of the few bus op	Bus Service Bus Service Capital Budget Miscellaneous Fares/Fees/Parking Bus Service
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communities that use the metro to go to school or get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenges because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redline stops back in the 1970s when Metro first opened here. Although 1 do not use the bus every day, I do use the G12 bus sometimes and it helps me when I don't have access to a car. Please do not cut off bus access to people who need it. The most common evening shift is 37m to 11pm. Cutting weekday service to 10pm would significantly impact many people who rely on rail service s and built more bike lines. Don't get rid of the G2 pleasell It's one of the few bus options Georgetown University students have. bruh this sucks If buses run less frequently ridership will decline further, which will result in yet more cuts down the road. If you want people to use public transportion, it has to be convenient to do so. Many people would prefer to pay a extra 50 cents no	Bus Service Bus Service Capital Budget Miscellaneous Fares/Fees/Parking Bus Service
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communities that use the metro to go to school or get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenge because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redline stops back in the 1970s when Metro first opened here. Although 1 do not use the bus every day, 1 do use the G12 bus sometimes and it helps me when 1 don't have access to a car. Please do not cut off bus access to people who need it. The G2 line is my only way to and from work. Please do not eliminate it. The G2 line is my only way to and from mork. Please do not eliminate it. Denost common evening shift is 3 gmis envice to get to and from work. I am adamantly against this cut because it is how 1 got to work for many years. Public transport in this city is a disgrace. Maybe cut subsidies for cars and money spent on roads for cars and actually provide free public services and built more bike lines. Don't get rid of the G2 please!! It's one of the few bus op	Bus Service Bus Service Capital Budget Miscellaneous Fares/Fees/Parking Bus Service
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase. Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communities that use the metro to go to school or get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenges because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redline stops back in the 1970s when Metro first opened here. Although I do not use the bus every day, I do use the G12 bus sometimes and it helps me when I don't have access to a car. Please do not cut off bus access to people who need I. The most common evening shift is 3 mto 11µm. Cutting weekday service to 10µm would significantly impact many people who rely on rail service and built more bike lines. Don't get rid of the G2 pleaseII tit's one of the few bus options Georgetown University students have. burth this sucks If buses run less frequently ridership will decline further, which will result in yet more cuts down the road. If you want people to use public transportation, it has to be convenient to do so. Many people would prefer to pay an extra 50 cents n	Bus Service Bus Service Capital Budget Miscellaneous Fares/Fees/Parking Bus Service
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communities that use the metro to go to school or get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenges because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redline stops back in the 1970s when Metro first opened here. Although 1 do not use the bus every day, I do use the G12 bus sometimes and it helps me when I don't have access to a car. Please do not cut off bus access to people who need it. The G2 line is my only way to and from work. Please do not eliminate it. The dot use the Q1 bus revices and built more bike lines. Don't get rid of the G2 please!! It's one of the few bus options Georgetown University students have. bruth his sucks if busy provides for cars and money spent on roads for cars and actually provide free public transportation, it has to be convenient to do so. Many people would prefer to pay an extra 50 Cents not to want an additional half hour for a bus. And if there is no bus, then there is no affordable way to get to many places for many people. Plea	Bus Service Bus Service Capital Budget Miscellaneous Fares/Fees/Parking Bus Service
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communities that use the metro to go to school or get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenges because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redline stops back in the 1970s when Metro first opened here. Although 1 do not use the bus every day, 1 do use the G12 bus sometimes and it helps me when 1 don't have access to a car. Please do not cut off bus access to people who need it. The G2 line is my only way to and from work. Please do not eliminate it. The most common evening shift is 3pm to 11pm. Cutting weekday service to 10pm would significantly impact many people who rely on rail service to get to and from work. I am adamantly against this cut because it is how 1 got to work for many years. Public transport in this city is a disgrace. Maybe cut subsidies for cars and money spent on roads for cars and actually provide free public services and built more bike lines. Don't get rid of the G2 pleasell It	Bus Service Bus Service Capital Budget Miscellaneous Fares/Fees/Parking Bus Service
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase Washington, DC will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop that goes to Georgetown. You need to stop being anti racist towards communites that use the metro tog to school or get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenges because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redline stops back in the 1970s when Metro first opened here. Although 1 do not use the bus every day, I do use the G12 bus sometimes and it helps me when I don't have access to a car. Please do not cut off bus access to people who need it. The most common evening shift is 3 pm to 11pm. Cutting weekday service to 10pm would significantly impact many people who rely on rail services and built more bike lines. Don't get rid of the G2 please!! It's one of the few bus options Georgetown University students have. bruh this sucks If buses run less frequently ridership will decline further, which will result in yet more cuts down the road. If you want people to use public transportion, it has to be convenient to dos o. Many people would prefer to pay an extra 50 cents not	Bus Service Bus Service Capital Budget Miscellaneous Fares/Fees/Parking Bus Service Bus Se
D6 bus line is very important. Connects to Metro from Palisades enabling students to go to other schools. I've noticed major improvements in bus reliability and speed in recent years with infrastructure improvements, making me confident enough in it to make it my primary commute method. The way to get people on transit is to make it work better, not worse. Service cuts are absolutely the wrong direction. 20 and 30 minutes is a very long time to wait outside in the cold, heat, and rain. No one should wait more than 15 minutes ever. Make our policy makers give up their cars for 3 months in winter and see what they value after doing that. Government funding for metro should be increased rather than decreased, with service improvements and expansion, and no fare increase. Washington, D C will never be a world-class city with an expensive public transportation system that is agonizingly slow. Make a metro stop to to school or get groceries. Georgetown presents unique geological challenges to a metro stop. Aside from the political challenges because its local residents oppose the addition of one, the cost of a stop was close to quadruple that of other redline stops back in the 1970s when Metro first opened here. Although I do not use the bus every day, I do use the G12 bus sometimes and it helps me when I don't have access to a car. Please do not cut off bus access to people who need it. The G2 line is my only way to and from work. Please do not eliminate it. The G3 line is how I got to work for many years. Public transport in this city is a disgrace. Maybe cut subsidies for cars and money spent on roads for cars and actually provide free public services and built more bike lines. Don't get rid of the G2 please!! It's one of the few bus options Georgetown University students have. bruth this sucks I'f buses run less frequently ridership will decline further, which will result in yet more cuts down the road. If you want people to use public transportation, it has to be convenient to do so. Many people would prefer to	Bus Service Bus Service Capital Budget Fares/Fees/Parking Bus Service Bus Ser

Comment	Category
The fundamental problem for Metro customers is that beyond a certain point, the quality of service is	
so low, the coverage is so low, and the waiting times are so long, that we will not use the service even if	
were free. It is just not worth the aggregation. The only way Metro can raise ridership is to improve the	
service, which means more trains and buses, not fewer. If ridership increases a lot, then you will not	
have to raise the fares as much. But you have to make the service drastically better. You cannot raise	
ridership enough by lowering prices. People for whom prices matter that much are already not paying	
and are free-riding on the system. By cutting service, you will lose customers who are actually paying	
for the service.	Bus Service
These changes severely curtail accessible public transit for the Georgetown University campus.	
Implementing them would make it extremely difficult for students to have affordable and reliable	
transportation.	Bus Service
The proposed cuts and reductions in bus service would increase traffic congestion and pollution during	
rush hours, as more people would drive their cars.	Bus Service
You can get rid of everything else just not the G2 PLEASE.	Bus Service
My daughter rides the D6 to Hardy every day. So do many other kids. The bus is packed with kids!! My	
husband takes the M4 to tenleytown to go to work. Without these buses we?d be in a public	
transportation desert. Please don?t get rid of them!!!!	Bus Service
Service is already fairly slow with fares higher than transit in other major metro areas. Please consider	basschiet
the people of the area and all of the tourists who benefit from consistent and accessible service, which	
is greatly being put at risk with these proposals. People rely on this service to get to their jobs and	Fares/Faas/Darking
families and much more.	Fares/Fees/Parking
Please don't eliminate G2 for Georgetown University	Bus Service
My child relies on the D6 to get to Hardy Middle School from Palisades. If you eliminate it she will not	
be able to get to school	Bus Service
Eliminating the D2, D6, and G2 bus would severely limit Georgetown students' ability to use public	
transportation, forcing them to find other methods.	Bus Service
Sibley Hospital and Georgetown Medstar Hospital have no transport access other than the D2 and D6	
lines; it is critical to keep these lines. They serve patients from Wards 2, 3, 7, and 8.	Bus Service
My bus use is seasonal, so there are months when I don't use the bus, but when I am riding, I ride	
regularly. Having a bus stop nearby influenced my home purchase back when I was commuting	
regularly into DC, and it was very convenient to ride to the New Carrollton Metrorail station. My line is	
the G12, and it is great having easy access to the metrorail stations on that line. I used to take the B30	
from Greenbelt metro station to BWI.	Bus Service
Thank you for the survey.	Miscellaneous
It would be highly detrimental to people who cannot afford to have a car (or prefer public	
transportation for other reasons, notably environmental reasons) that certain neighborhoods no longer	
have bus or rail service, or that service hours/frequency is drastically curtailed.	Bus Service
My family uses the M4, T2 and L8 to go to school. If these bus lines are discontinued, my children	
won?t be able to continue attending school. Unfortunately there is no metro station near my house nor	
near one of the schools, so there is no alternative public transit if these lines are discontinued	Bus Service
Please don?t cut critical bus lines like 96, D2 and L2! Don?t cut redline hours. Please make bus and	Bus service
metro more reliable and frequent	Bus Service
The reason there is a shortfall in the budget is because far too much money in this city goes towards	
the police. If people do not have reliable public transportation in this city, that will decrease peoples	
ability to access jobs and other needed resources, which we know increases crime. Do not cut our	
metro rail or buses.	Operating Budget, Management and Spending
The proposed cuts would be disastrous for commuters, and would accelerate a death spiral that	
predatedbut was certainly exacerbated byCOVID-19. The only way to get stable ridership and rider	
income is by having buses and trains come frequently and reliably. With the number of people in the	
area who have avoided buying cars and instead using rideshare and other options, there is a much	
higher potential rider base than there was even 5 or 10 years ago. But cutting service will make them	
flee the Metro system rather than becoming its biggest supporters. The proposed bus cuts in particular	
seem to turn a Metrobus system into a 1950s era commuter bus for the men in gray suits. It would be	
horrific.	Bus Service
Consider including the following concepts in FY25 budget: 1) After 7 pm Friday flat \$2.50 fare (or	
whatever weekend fare becomes in FY25) to stimulate leisure ridership on Friday evening when full	
fares are charged until late evening. 2) Increase >15-mile trip fares at a larger rate +25% than <15-mile	
trip fares. Consider holding <3 mile fares to FY24 levels 3) Consider implementing with member	
jurisdictions a regional property tax opt-in system that would give free rides for entire household	
systemwide for each tax year for the price of the additional levy 4) Consider selling a DCA and IAD day	
pass (rail fare to or from each airport and a day-pass included for one price) 5) A may price per month	
pass (rail fare to or from each airport and a day-pass included for one price) 5) A max price per month fare capping system should be implemented in concert with increases in max Metrorail fares for lower	
fare capping system should be implemented in concert with increases in max Metrorail fares for lower	
fare capping system should be implemented in concert with increases in max Metrorail fares for lower income riders. This max price would be pegged to their AGI in the SNAP program. 6) Ultra-short trips	
fare capping system should be implemented in concert with increases in max Metrorail fares for lower income riders. This max price would be pegged to their AGI in the SNAP program. 6) Ultra-short trips across jurisdictions without good transit alternatives (i.e. Huntington to Eisenhower Ave., Rosslyn to	
fare capping system should be implemented in concert with increases in max Metrorail fares for lower income riders. This max price would be pegged to their AGI in the SNAP program. 6) Ultra-short trips across jurisdictions without good transit alternatives (i.e. Huntington to Eisenhower Ave., Rosslyn to Foggy Bottom) should be made free (with Smartrip tap in/out) to stimulate ridership. Base rail fare	Operating Rudget Management and Good Par-
fare capping system should be implemented in concert with increases in max Metrorail fares for lower income riders. This max price would be pegged to their AGI in the SNAP program. 6) Ultra-short trips across jurisdictions without good transit alternatives (i.e. Huntington to Eisenhower Ave., Rosslyn to Foggy Bottom) should be made free (with Smartrip tap in/out) to stimulate ridership. Base rail fare could be reintroduced in two fiscal years between these stations.	Operating Budget, Management and Spending
fare capping system should be implemented in concert with increases in max Metrorail fares for lower income riders. This max price would be pegged to their AGI in the SNAP program. 6) Ultra-short trips across jurisdictions without good transit alternatives (i.e. Huntington to Eisenhower Ave., Rosslyn to Foggy Bottom) should be made free (with Smartrip tap in/out) to stimulate ridership. Base rail fare could be reintroduced in two fiscal years between these stations. It is unclear to me how closing a station will save any meaningful amount of money. If it is that urgent	Operating Budget, Management and Spending
fare capping system should be implemented in concert with increases in max Metrorail fares for lower income riders. This max price would be pegged to their AGI in the SNAP program. 6) Ultra-short trips across jurisdictions without good transit alternatives (i.e. Huntington to Eisenhower Ave., Rosslyn to Foggy Bottom) should be made free (with Smartrip tap in/out) to stimulate ridership. Base rail fare could be reintroduced in two fiscal years between these stations. It is unclear to me how closing a station will save any meaningful amount of money. If it is that urgent to temporarily reduce costs, Metro should consider having some lower ridership stations have no full	Operating Budget, Management and Spending
fare capping system should be implemented in concert with increases in max Metrorail fares for lower income riders. This max price would be pegged to their AGI in the SNAP program. 6) Ultra-short trips across jurisdictions without good transit alternatives (i.e. Huntington to Eisenhower Ave., Rosslyn to Foggy Bottom) should be made free (with Smartrip tap in/out) to stimulate ridership. Base rail fare could be reintroduced in two fiscal years between these stations. It is unclear to me how closing a station will save any meaningful amount of money. If it is that urgent to temporarily reduce costs, Metro should consider having some lower ridership stations have no full time station manager and instead install more cameras and have assistance available by phone. In	Operating Budget, Management and Spending
fare capping system should be implemented in concert with increases in max Metrorail fares for lower income riders. This max price would be pegged to their AGI in the SNAP program. 6) Ultra-short trips across jurisdictions without good transit alternatives (i.e. Huntington to Eisenhower Ave., Rosslyn to Foggy Bottom) should be made free (with Smartrip tap in/out) to stimulate ridership. Base rail fare could be reintroduced in two fiscal years between these stations. It is unclear to me how closing a station will save any meaningful amount of money. If it is that urgent to temporarily reduce costs, Metro should consider having some lower ridership stations have no full ime station manager and instead install more cameras and have assistance available by phone. In more than 20 years of riding metro I have only ever asked a station manager for help when a	Operating Budget, Management and Spending
fare capping system should be implemented in concert with increases in max Metrorail fares for lower income riders. This max price would be pegged to their AGI in the SNAP program. 6) Ultra-short trips across jurisdictions without good transit alternatives (i.e. Huntington to Eisenhower Ave., Rosslyn to Foggy Bottom) should be made free (with Smartrip tap in/out) to stimulate ridership. Base rail fare could be reintroduced in two fiscal years between these stations. It is unclear to me how closing a station will save any meaningful amount of money. If it is that urgent to temporarily reduce costs, Metro should consider having some lower ridership stations have no full time station manager and instead install more cameras and have assistance available by phone. In more than 20 years of riding metro I have only ever asked a station manager for help when a MetroCard wasn't working, and that could be addressed with remote assistance. It is also patently	Operating Budget, Management and Spending
fare capping system should be implemented in concert with increases in max Metrorail fares for lower income riders. This max price would be pegged to their AGI in the SNAP program. 6) Ultra-short trips across jurisdictions without good transit alternatives (i.e. Huntington to Eisenhower Ave., Rosslyn to Foggy Bottom) should be made free (with Smartrip tap in/out) to stimulate ridership. Base rail fare could be reintroduced in two fiscal years between these stations. It is unclear to me how closing a station will save any meaningful amount of money. If it is that urgent to temporarily reduce costs, Metro should consider having some lower ridership stations have no full time station manager and instead install more cameras and have assistance available by phone. In more than 20 years of riding metro I have only ever asked a station manager for help when a MetroCard wasn't working, and that could be addressed with remote assistance. It is also patently unfair to be asking people for their opinion on closing metrorail stations without stating which stations	Operating Budget, Management and Spending
fare capping system should be implemented in concert with increases in max Metrorail fares for lower income riders. This max price would be pegged to their AGI in the SNAP program. 6) Ultra-short trips across jurisdictions without good transit alternatives (i.e. Huntington to Eisenhower Ave., Rosslyn to Foggy Bottom) should be made free (with Smartrip tap in/out) to stimulate ridership. Base rail fare could be reintroduced in two fiscal years between these stations. It is unclear to me how closing a station will save any meaningful amount of money. If it is that urgent to temporarily reduce costs, Metro should consider having some lower ridership stations have no full time station manager and instead install more cameras and have assistance available by phone. In more than 20 years of riding metro I have only ever asked a station manager for help when a MetroCard wasn't working, and that could be addressed with remote assistance. It is also patently unfair to be asking people for their opinion on closing metrorail stations without stating which stations and under what circumstances (just weekends, certain hours, all the time, etc). The power of the	Operating Budget, Management and Spending
fare capping system should be implemented in concert with increases in max Metrorail fares for lower income riders. This max price would be pegged to their AGI in the SNAP program. 6) Ultra-short trips across jurisdictions without good transit alternatives (i.e. Huntington to Eisenhower Ave., Rosslyn to Foggy Bottom) should be made free (with Smartrip tap in/out) to stimulate ridership. Base rail fare could be reintroduced in two fiscal years between these stations. It is unclear to me how closing a station will save any meaningful amount of money. If it is that urgent to temporarily reduce costs, Metro should consider having some lower ridership stations have no full time station manager and instead install more cameras and have assistance available by phone. In more than 20 years of riding metro I have only ever asked a station manager for help when a MetroCard wasn't working, and that could be addressed with remote assistance. It is also patently unfair to be asking people for their opinion on closing metrorail stations without stating which stations and under what circumstances (just weekends, certain hours, all the time, etc). The power of the system comes from its size and flexibility. If you start closing stations you will lose dedicated riders,	Operating Budget, Management and Spending
fare capping system should be implemented in concert with increases in max Metrorail fares for lower income riders. This max price would be pegged to their AGI in the SNAP program. 6) Ultra-short trips across jurisdictions without good transit alternatives (i.e. Huntington to Eisenhower Ave., Rosslyn to Foggy Bottom) should be made free (with Smartrip tap in/out) to stimulate ridership. Base rail fare could be reintroduced in two fiscal years between these stations. It is unclear to me how closing a station will save any meaningful amount of money. If it is that urgent to temporarily reduce costs, Metro should consider having some lower ridership stations have no full time station manager and instead install more cameras and have assistance available by phone. In more than 20 years of riding metro I have only ever asked a station manager for help when a MetroCard wasn't working, and that could be addressed with remote assistance. It is also patently unfair to be asking people for their opinion on closing metrorail stations without stations and under what circumstances (just weekends, certain hours, all the time, etc). The power of the system comes from its size and flexibility. If you start closing stations you will lose dedicated riders, likely permanently especially considering the tens to hundreds of millions of dollars invested in those	
fare capping system should be implemented in concert with increases in max Metrorail fares for lower income riders. This max price would be pegged to their AGI in the SNAP program. 6) Ultra-short trips across jurisdictions without good transit alternatives (i.e. Huntington to Eisenhower Ave., Rosslyn to Foggy Bottom) should be made free (with Smartrip tap in/out) to stimulate ridership. Base rail fare could be reintroduced in two fiscal years between these stations. It is unclear to me how closing a station will save any meaningful amount of money. If it is that urgent to temporarily reduce costs, Metro should consider having some lower ridership stations have no full time station manager and instead install more cameras and have assistance available by phone. In more than 20 years of riding metro I have only ever asked a station manager for help when a MetroCard wasn't working, and that could be addressed with remote assistance. It is also patently unfair to be asking people for their opinion on closing metrorail stations without stating which stations and under what circumstances (just weekends, certain hours, all the time, etc). The power of the system comes from its size and flexibility. If you start closing stations you will lose dedicated riders,	Operating Budget, Management and Spending Fares/Fees/Parking
fare capping system should be implemented in concert with increases in max Metrorail fares for lower income riders. This max price would be pegged to their AGI in the SNAP program. 6) Ultra-short trips across jurisdictions without good transit alternatives (i.e. Huntington to Eisenhower Ave., Rosslyn to foggy Bottom) should be made free (with Smartrip tap in/out) to stimulate ridership. Base rail fare could be reintroduced in two fiscal years between these stations. It is unclear to me how closing a station will save any meaningful amount of money. If it is that urgent to temporarily reduce costs, Metro should consider having some lower ridership stations have no full time station manager and instead install more cameras and have assistance available by phone. In more than 20 years of riding metro I have only ever asked a station manager for help when a MetroCard wasn't working, and that could be addressed with remote assistance. It is also patently unfair to be asking people for their opinion on closing metrorail stations without stating which stations and under what circumstances (just weekends, certain hours, all the time, etc). The power of the system comes from its size and flexibility. If you stati closing stations you will lose dedicated riders, likely permanently ,especially considering the tens to hundreds of millions of dollars invested in those	
fare capping system should be implemented in concert with increases in max Metrorail fares for lower income riders. This max price would be pegged to their AGI in the SNAP program. 6) Ultra-short trips across jurisdictions without good transit alternatives (i.e. Huntington to Eisenhower Ave., Rosslyn to Foggy Bottom) should be made free (with Smartrip tap in/out) to stimulate ridership. Base rail fare could be reintroduced in two fiscal years between these stations. It is unclear to me how closing a station will save any meaningful amount of money. If it is that urgent to temporarily reduce costs, Metro should consider having some lower ridership stations have no full time station manager and instead install more cameras and have assistance available by phone. In more than 20 years of riding metro I have only ever asked a station manager for help when a MetroCard wasn't working, and that could be addressed with remote assistance. It is also patently unfair to be asking people for their opinion on closing metrorail stations without stating which stations and under what circumstances (just weekends, certain hours, all the time, etc). The power of the system comes from its size and flexibility. If you start closing stations you will lose dedicated riders, likely permanently ,especially considering the tens to hundreds of millions of dollars invested in those stations that would then sit unused and possibly fall into disrepair.	Fares/Fees/Parking
fare capping system should be implemented in concert with increases in max Metrorail fares for lower income riders. This max price would be pegged to their AGI in the SNAP program. 6) Ultra-short trips across jurisdictions without good transit alternatives (i.e. Huntington to Eisenhower Ave., Rosslyn to Foggy Bottom) should be made free (with Smartrip tap in/out) to stimulate ridership. Base rail fare could be reintroduced in two fiscal years between these stations. It is unclear to me how closing a station will save any meaningful amount of money. If it is that urgent to temporarily reduce costs, Metro should consider having some lower ridership stations have no full time station manager and instead install more cameras and have assistance available by phone. In more than 20 years of riding metro I have only ever asked a station manager for help when a MetroCard wasn't working, and that could be addressed with remote assistance. It is also patently unfair to be asking people for their opinion on closing metrorail stations without stating which stations and under what circumstances (just weekends, certain hours, all the time, etc). The power of the system comes from its size and flexibility. If you start closing stations you will lose dedicated riders, likely permanently ,especially considering the tens to hundreds of millions of dollars invested in those stations that would then sit unused and possibly fall into disrepair. Please consider the buses that students use particularly to MacArthur HS in Ward 3	Fares/Fees/Parking
fare capping system should be implemented in concert with increases in max Metrorail fares for lower income riders. This max price would be pegged to their AGI in the SNAP program. 6) Ultra-short trips across jurisdictions without good transit alternatives (i.e. Huntington to Eisenhower Ave., Rosslyn to Foggy Bottom) should be made free (with Smartrip tap in/out) to stimulate ridership. Base rail fare could be reintroduced in two fiscal years between these stations. It is unclear to me how closing a station will save any meaningful amount of money. If it is that urgent to temporarily reduce costs, Metro should consider having some lower ridership stations have no full time station manager and instead install more cameras and have assistance available by phone. In more than 20 years of riding metro I have only ever asked a station manager for help when a MetroCard wasn't working, and that could be addressed with remote assistance. It is also patently unfair to be asking people for their opinion on closing metrorail stations without stating which stations and under what circumstances (just weekends, certain hours, all the time, etc). The power of the system comes from its size and flexibility. If you start closing stations you will lose dedicated riders, likely permanently, especially considering the tens to hundreds of millions of dollars invested in those stations that would then sit unused and possibly fall into disrepair. Please consider the buses that students use particularly to MacArthur HS in Ward 3 metro need em examinate the shuttle bus p99 employee buses b97 employees shuttle bus your general	Fares/Fees/Parking Bus Service
fare capping system should be implemented in concert with increases in max Metrorail fares for lower income riders. This max price would be pegged to their AGI in the SNAP program. 6) Ultra-short trips across jurisdictions without good transit alternatives (i.e. Huntington to Eisenhower Ave., Rosslyn to Foggy Bottom) should be made free (with Smartrip tap in/out) to stimulate ridership. Base rail fare could be reintroduced in two fiscal years between these stations. It is unclear to me how closing a station will save any meaningful amount of money. If it is that urgent to temporarily reduce costs, Metro should consider having some lower ridership stations have no full time station manager and instead install more cameras and have assistance available by phone. In more than 20 years of riding metro I have only ever asked a station manager for help when a MetroCard wasn't working, and that could be addressed with remote assistance. It is also patently unfair to be asking people for their opinion on closing metrorail stations vintout stating which stations and under what circumstances (just weekends, certain hours, all the time, etc). The power of the system comes from its size and flexibility. If you start closing stations you will lose dedicated riders, likely permanently , especially considering the tens to hundreds of millions of dollars invested in those stations that would then sit unused and possibly fall into disrepair. Please consider the buses that students use particularly to MacArthur HS in Ward 3 metro need em examinate the shuttle bus p99 employee buses b97 employees shuttle bus your general manager doesn't have that on your postposals	Fares/Fees/Parking Bus Service
fare capping system should be implemented in concert with increases in max Metrorail fares for lower income riders. This max price would be pegged to their AGI in the SNAP program. 6) Ultra-short trips across jurisdictions without good transit alternatives (i.e. Huntington to Eisenhower Ave., Rosslyn to Foggy Bottom) should be made free (with Smartrip tap in/out) to stimulate ridership. Base rail fare could be reintroduced in two fiscal years between these stations. It is unclear to me how closing a station will save any meaningful amount of money. If it is that urgent to temporarily reduce costs, Metro should consider having some lower ridership stations have no full time station manager and instead install more cameras and have assistance available by phone. In more than 20 years of riding metro I have only ever asked a station manager for help when a MetroCard wasn't working, and that could be addressed with remote assistance. It is also patently unfair to be asking people for their opinion on closing metrorail stations without stating which stations and under what circumstances (just weekends, certain hours, all the time, etc). The power of the system comes from its size and flexibility. If you start closing stations you will lose dedicated riders, likely permanently ,especially considering the tens to hundreds of millions of dollars invested in those stations that would then sit unused and possibly fall into disrepair. Please consider the buses that students use particularly to MacArthur HS in Ward 3 metro need em examinate the shuttle bus p99 employee buses b97 employees shuttle bus your general manager doesn't have that on your postposals I am a Georgetown student planning on using the D6 stop on Reservoir Rd to commute to work every day this summer. Please do not cut D6 line.	Fares/Fees/Parking Bus Service Bus Service Bus Service
fare capping system should be implemented in concert with increases in max Metrorail fares for lower income riders. This max price would be pegged to their AGI in the SNAP program. 6) Ultra-short trips across jurisdictions without good transit alternatives (i.e. Huntington to Eisenhower Ave., Rosslyn to Foggy Bottom) should be made free (with Smartrip tap in/out) to stimulate ridership. Base rail fare could be reintroduced in two fiscal years between these stations. It is unclear to me how closing a station will save any meaningful amount of money. If it is that urgent to temporarily reduce costs, Metro should consider having some lower ridership stations have no full time station manager and instead install more cameras and have assistance available by phone. In more than 20 years of riding metro i have only ever asked a station manager for help when a MetroCard wasn't working, and that could be addressed with remote assistance. It is also patently unfair to be asking people for their opinion on closing metrorail stations you will lose dedicated riders, likely permanently , especially considering the tens to hundreds of millions of dollars invested in those stations that would then sit unused and possibly fall into disrepair. Please consider the buses that students use particularly to MacArthur HS in Ward 3 metro need em examinate the shuttle bus p99 employee buses b97 employees shuttle bus your general manager doesn't have that on your postposals I am a Georgetown student planning on using the D6 stop on Reservoir Rd to commute to work every day this summer. Please do not cut D6 line. Z2 is a very helpful route.	Fares/Fees/Parking Bus Service Bus Service
fare capping system should be implemented in concert with increases in max Metrorail fares for lower income riders. This max price would be pegged to their AGI in the SNAP program. 6) Ultra-short trips across jurisdictions without good transit alternatives (i.e. Huntington to Eisenhower Ave., Rosslyn to Foggy Bottom) should be made free (with Smartrip tap in/out) to stimulate ridership. Base rail fare could be reintroduced in two fiscal years between these stations. It is unclear to me how closing a station will save any meaningful amount of money. If it is that urgent to temporarily reduce costs, Metro should consider having some lower ridership stations have no full time station manager and instead install more cameras and have assistance available by phone. In more than 20 years of riding metro I have only ever asked a station manager for help when a MetroCard wasn't working, and that could be addressed with remote assistance. It is also patently unfair to be asking people for their opinion on closing metrorail stations without stating which stations and under what circumstances (just weekends, certain hours, all the time, etc). The power of the system comes from its size and flexibility. If you start closing stations you will lose dedicated riders, likely permanently , especially considering the tens to hundreds of millions of dollars invested in those stations that would then sit unused and possibly fall into disrepair. Please consider the buses that students use particularly to MacArthur HS in Ward 3 metro need em examinate the shuttle bus p99 employee buses b97 employees shuttle bus your general manager doesn't have that on your postposals I am a Georgetown student planning on using the D6 stop on Reservoir Rd to commute to work every day this summer. Please do not cut D6 line. S2 is a very helpful route. Your general manager eliminate the employee shuttle bus and it not on the proposal you don't have	Fares/Fees/Parking Bus Service Bus Service Bus Service
fare capping system should be implemented in concert with increases in max Metrorail fares for lower income riders. This max price would be pegged to their AGI in the SNAP program. 6) Ultra-short trips across jurisdictions without good transit alternatives (i.e. Huntington to Eisenhower Ave., Rosslyn to Foggy Bottom) should be made free (with Smartrip tap in/out) to stimulate ridership. Base rail fare could be reintroduced in two fiscal years between these stations. It is unclear to me how closing a station will save any meaningful amount of money. If it is that urgent to temporarily reduce costs, Metro should consider having some lower ridership stations have no full time station manager and instead install more cameras and have assistance available by phone. In more than 20 years of riding metro I have only ever asked a station manager for help when a MetroCard wasn't working, and that could be addressed with remote assistance. It is also patently unfair to be asking people for their opinion on closing metrorail stations without stating which stations and under what circumstances (just weekends, certain hours, all the time, etc). The power of the system comes from its size and flexibility. If you start closing stations you will lose dedicated riders, likely permanently ,especially considering the tens to hundreds of millions of dollars invested in those stations that would then sit unused and possibly fall into disrepair. Please consider the buses that students use particularly to MacArthur HS in Ward 3 metro need mexaminate the shuttle bus p99 employee buses b97 employees shuttle bus your general manager doesn't have that on your postposals I am a Georgetown student planning on using the D6 stop on Reservoir Rd to commute to work every day this summer. Please do not cut D6 line. G2 is a very helpful route.	Fares/Fees/Parking Bus Service Bus Service Bus Service

Comment	Category
I would prefer a small fare increase vs. eliminating service. I would rather have reduced service than a total elimination of particular bus lines. I actively use the D2, D6, and G2 Metrobus lines and am	
decidedly opposed to the elimination of those routes. I use a combination of those for work multiple	
times per week and also on the weekend. Ideally, no cuts to service, but if you have to, I'd prefer	
reduced service (for example, the D2 running every 15 min during peak hours vs. every 10 min; or every	
30 min during late evening vs. current rate). Those are the only lines reaching into west Georgetown	
and Georgetown University, a major employer in DC and also connected to the hospital. Losing	
connection also prevents students and residents from the area from traveling eastward into downtown	
DC, which drives business and revenue.	Bus Service
Both D6 and M4 routes are crucial for students in different Middle Schools and High Schools. My two	
children commute to and from school using D6 and M4 everyday. They are the two of the very few routes serving the Palisades area and this part of NW DC and doing away with these routes would leave	
no public transit option for us.	Bus Service
your general manager should have need the b97 and P99 employee shuttle bus on there with the rest	
of the bus been eliminate to . That unacceptable went your general manager doesn't care about	Bus Service
The G2, 52,54,63,64,90,92, and 96 bus routes are my usual routes and if this is cut it?s going to cause	
serious hardship for me and a lot of people. There are still many people who aren?t mobile in the DMV	
area and Metro should consider this and look for a way to sort the budget deficit out, it won?t be such	
a bad idea if the bus fares are increased but cutting it out completely is going to cause serious hardship.	
Please reconsider this decision especially for the students and elderly people who rely on public transport to get to where they are going.	Operating Rudget Management and Geopling
I am strongly opposed to the proposed service cuts by MetroBus. The budgetary shortfall should be	Operating Budget, Management and Spending
addressed by alternate means, specifically fare hikes and additional city support. A number of the	
proposed changes will affect the poorest and the vulnerable the most, especially students - who would	
be forced to walk long distances or choose unsafe alternatives to transport.	Operating Budget, Management and Spending
The Georgetown neighborhood already has limited MetroAccess. Removing the G2, D2, and D6 buses	
would greatly affect Georgetown community members and student ability to travel into the city and	
access the Metrorail. I would be strongly against this proposal to remove service hours.	Bus Service
I work at Georgetown University. The proposed changes would make it impossible for me to take public	
transportation to work. I don't drive so I would have to pay about \$30-40 in rideshare fares to get to and from campus. Moreover the proposed changes would make it more difficult for my family and I to	
get around the city.	Fares/Fees/Parking
Please do not decrease the use of 31/33 or G2. I use them to go to work multiple times a week.	Bus Service
This is a disaster to public transport. The M4 is the main school bus for hundreds of kids and is always	
packed. I would have expected additional buses set up, not elimination. One issue could be that the	
kids are asked by drivers not to scan their cards as it delays boarding so the huge use of this line would	
not be captured by the fare card scanning system. M4 absolutely needs to stay in operation, and ideally	
increase its frequency. Please consider fare increases rather than cutting main routes.	Bus Service
1) STOP Letting People Ride For Free. MAKE Them PAY Their FARES !!! 2) FIRE Drivers/Staff/'Security'	
Who Simply Shrug When People Smoke Pot On The Buses. Trains. Platforms. 3) Protect The Sane Non	
Drug Using People From The Insane. Druggies. That Use Metro As Their Partying/Sleeping Place Gosh, 'LowRidership'LMAO. HIGH Ridership. They're Just Not PAYING. Those That Would Pay, Skip	
Using Metro BECAUSE 'Service' Is BAD. STOP Trying To Demand More Money. STOP ! Blackmail !	
Tactics. FIX Your People. FIX The BAD SERVICE. FIX The WASTE. STOP The 'PC' Nonsense And Just DO	Bus Service
Metrobus service is really bad and not reliable at all,	Bus Service
We need D6 to serve palisades. Elderly schoolchildren public workers use it frequently	Bus Service
I would focus on making the experience better to increase ridership. Cleaner rail cars/stations and more	
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately	
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the	
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place.	Fares/Fees/Parking
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving	
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place.	
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12,	Fares/Fees/Parking
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run	Fares/Fees/Parking Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run D2 and D6 are vital to these neighborhoods If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family	Fares/Fees/Parking Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run D2 and D6 are vital to these neighborhoods If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family The M4 is completely packed every weekday with children going to Deal MS. The city does not provide	Fares/Fees/Parking Bus Service Bus Service Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run D2 and D6 are vital to these neighborhoods. If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family. The M4 is completely packed every weekday with children going to Deal MS. The city does not provide school bus transport. How are those kids going to get to school under this plan?	Fares/Fees/Parking Bus Service Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run D2 and D6 are vital to these neighborhoods. If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family. The M4 is completely packed every weekday with children going to Deal M5. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the	Fares/Fees/Parking Bus Service Bus Service Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run D2 and D6 are vital to these neighborhoods. If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family. The M4 is completely packed every weekday with children going to Deal MS. The city does not provide school bus transport. How are those kids going to get to school under this plan?	Fares/Fees/Parking Bus Service Bus Service Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run D2 and D6 are vital to these neighborhoods If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family The M4 is completely packed every weekday with children going to Deal M5. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 form the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn?t have a way to get	Fares/Fees/Parking Bus Service Bus Service Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run D2 and D6 are vital to these neighborhoods If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family The M4 is completely packed every weekday with children going to Deal M5. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn?t have a way to get home from school that wouldn?t involve us hiring someone to pick her up as there isn?t another bus	Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run D2 and D6 are vital to these neighborhoods If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family The M4 is completely packed every weekday with children going to Deal M5. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn?t have a way to get home from school that wouldn?t involve us hiring someone to pick her up as there isn?t another bus line that runs through our neighborhood.	Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run D2 and D6 are vital to these neighborhoods. If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family. The M4 is completely packed every weekday with children going to Deal MS. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn?t have a way to get home from school that wouldn?t involve us hiring someone to pick her up as there isn?t another bus line that runs through our neighborhood. Eliminating the 18P route will have drastic impacts on military and civilian members who work at the pentagon. Consider increasing fares instead of eliminating that route.	Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus tor un D2 and DG are vital to these neighborhoods. If de eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family. The M4 is completely packed every weekday with children going to Deal M5. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn?t have a way to get home from school that wouldn?t involve us hiring someone to pick her up as there isn?t another bus line that runs through our neighborhood. Eliminating the 18P route will have drastic impacts on military and civilian members who work at the pentagon. Consider increasing fares instead of eliminating that route. I am unable to drive and am completely dependent on the g12 route to get 12 and either enforce fare	Fares/Fees/Parking Bus Service Bus Service Bus Service Bus Service Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run D2 and D6 are vital to these neighborhoods If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family The M4 is completely packed every weekday with children going to Deal M5. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn?t have a way to get home from school that wouldn?t involve us hiring someone to pick her up a sthere isn?t another bus line that runs through our neighborhood. Eliminating the 18P route will have drastic impacts on military and civilian members who work at the pentagon. Consider increasing fares instead of eliminating the service of g12 and either enforce fare payments or increase fares instead of shutting it down. A lot of people in Greenbelt need the g12	Fares/Fees/Parking Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus tor un D2 and D6 are vital to these neighborhoods. If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family. The M4 is completely packed every weekady with children going to Deal MS. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn?t have a way to get home from school that wouldn?t involve us hiring someone to pick her up as there isn?t another bus line that runs through our neighborhood. Eliminating the 18P route will have drastic impacts on military and civilian members who work at the pentagon. Consider increasing fares instead of eliminating that route. I am unable to drive and am completely dependent on the g12 route to get to and from work. It's a packed bus every time I get on. Please reconsider eliminating the service of g12 and either enforce fare payments or increase fares instead of shutting it down. A lot of people in Greenbelt need the g12 service.	Fares/Fees/Parking Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run D2 and D6 are vital to these neighborhoods. If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family. The M4 is completely packed every weekday with children going to Deal M5. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn? thave any to get home from school that wouldn? timovle us hiring someone to pick her up as there isn?t another bus line that runs through our neighborhood. Eliminating the 18P route will have drastic impacts on military and civilian members who work at the pentagon. Consider increasing fares instead of eliminating the service of g12 and either enforce fare payments or increase fares instead of shutting it down. A lot of people in Greenbelt need the g12 service. You guys are amazing	Fares/Fees/Parking Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus tor un D2 and D6 are vital to these neighborhoods. If d celiminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family. The M4 is completely packed every weekday with children going to Deal M5. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn?t have a way to get home from school that wouldn?t involve us hiring someone to pick her up a sthere isn?t another bus line that runs through our neighborhood. Eliminating the 18P route will have drastic impacts on military and civilian members who work at the pentagon. Consider increasing fares instead of eliminating that route. I am unable to drive and am completely dependent on the g12 route to get to and from work. It's a packed bus every time I get on. Please reconsider eliminating the service of g12 and either enforce fare payments or increase fares instead of shutting it down. A lot of people in Greenbelt need the g12 service. You guys are amazing Please consider the fact that seniors, the disabled and low income riders rely on bus service to get the g12 service.	Fares/Fees/Parking Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run D2 and D6 are vital to these neighborhoods. If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family. The M4 is completely packed every weekday with children going to Deal M5. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn? thave any to get home from school that wouldn? timovle us hiring someone to pick her up as there isn?t another bus line that runs through our neighborhood. Eliminating the 18P route will have drastic impacts on military and civilian members who work at the pentagon. Consider increasing fares instead of eliminating the service of g12 and either enforce fare payments or increase fares instead of shutting it down. A lot of people in Greenbelt need the g12 service. You guys are amazing	Fares/Fees/Parking Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run D2 and D6 are vital to these neighborhoods If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family The M4 is completely packed every weekday with children going to Deal M5. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn?t have a way to get home from school that wouldn?t involve us hiring someone to pick her up as there isn?t another bus line that runs through our neighborhood. Eliminating the 18P route will have drastic impacts on military and civilian members who work at the pentagon. Consider increasing fares instead of eliminating the service of g12 and either enforce fare payments or increase fares instead of shutting it down. A lot of people in Greenbelt need the g12 service. You guys are amazing Please consider eliminating and low income riders rely on bus service to get to work, drs, shopping and other quality of life destinations and that it is extremely difficult to meet	Fares/Fees/Parking Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run D2 and D6 are vital to these neighborhoods. If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family. The M4 is completely packed every weekday with children going to Deal M5. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn?t have any to get home from school that wouldn?t involve us hiring someone to pick her up as there isn?t another bus line that runs through our neighborhood. Eliminating the 12P route will have drastic impacts on military and civilian members who work at the pentagon. Consider increasing fares instead of eliminating the service of g12 and either enforce fare payments or increase fares instead of shutting it down. A lot of people in Greenbelt need the g12 service. You guys are amazing Please consider the fact that seniors, the disabled and low income riders rely on bus service to get to work, drs, shopping and other quality of life destinations and that it is extremely difficult to meet additional costs and deal with service cus. Our lives are challenging already. Please don?t make things	Fares/Fees/Parking Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run D2 and D6 are vital to these neighborhoods. If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family. The M4 is completely packed every weekday with children going to Deal MS. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn?t have a way to get home from school that wouldn?t involve us hiring someone to pick her up as there isn?t another bus line that runs through our neighborhood. Eliminating the 18P route will have drastic impacts on military and civilian members who work at the pentagon. Consider increasing fares instead of eliminating the service of g12 and either enforce fare payments or increase fares instead of shutting it down. A lot of people in Greenbelt need the g12 service. You guys are amazing Please consider the fact that seniors, the disabled and low income riders rely on bus service to get to work, drs, shopping and other quality of life destinations and that it is extremely difficult to meet additional costs and deal with service cuts. Our lives are challenging already. Please don?t make things worse. We have been loyal riders and would like to continue to be. Please work to increase train frequency on the red line. Part of my decision not to take metro is based on	Fares/Fees/Parking Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run D2 and D6 are vital to these neighborhoods. If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family. The M4 is completely packed every weekday with children going to Deal M5. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn? thave a way to get home from school that wouldn? ti novle us hiring someone to pick her up as there isn?t another bus line that runs through our neighborhood. Eliminating the 18P route will have drastic impacts on military and civilian members who work at the pentagon. Consider increasing fares instead of eliminating the service of g12 and either enforce fare payments or increase fares instead of shutting it down. A lot of people in Greenbelt need the g12 service. You guys are amazing Please consider the fact that seniors, the disabled and low income riders rely on bus service to get to work, drs, shopping and other quality of life destinations and that it is extremely difficult to meet additional costs and deal with service cuts. Our lives are challenging already. Please don?t make things worse. We have been loyal riders and would like to continue to be. Please work to increase train frequency on the red line. Part of my decision not to take metro is based on	Fares/Fees/Parking Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus tor un D2 and D6 are vital to these neighborhoods. If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family. The M4 is completely packed every weekday with children going to Deal M5. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn?t have a way to get home from school that wouldn?t involve us hiring someone to pick her up as there isn?t another bus line that runs through our neighborhood. Eliminating the 18P route will have drastic impacts on military and civilian members who work at the pentagon. Consider increasing fares instead of eliminating that route. I am unable to drive and am completely dependent on the g12 route to get and either enforce fare payments or increase fares instead of shutting it down. A lot of people in Greenbelt need the g12 service. You guys are amazing Please consider this sate and that it is extremely difficult to meet additional costs and deal with service cuts. Our lives are challenging already. Please don?t make things worse. We have been loyal fiders and would like to continue to be. Please work to increase train frequency on the red line. Part of my decision not to take metro is based on infrequent redline trains during the week. DC Core to is my favorite pu	Fares/Fees/Parking Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run D2 and D6 are vital to these neighborhoods If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family The M4 is completely packed every weekday with children going to Deal M5. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn?t have a way to get home from school that wouldn?t involve us hiring someone to pick her up as there isn?t another bus line that runs through our neighborhood. Eliminating the 18P route will have drastic impacts on military and civilian members who work at the pentagon. Consider increasing fares instead of eliminating that route. I am unable to drive and am completely dependent on the g12 route to get to and from work. It's a packed bus every time I get on. Please reconsider eliminating the service of g12 and either enforce fare payments or increase fares instead of shutting it down. A lot of people in Greenbelt need the g12 service. You guys are amazing Please consider the fact that seniors, the disabled and low income riders rely on bus service to get to work, drs, shopping and other quality of life destinations and that it is extremely difficult to meet additional costs and deal with service cuts. Our lives are challenging already. Please don?t make things wors	Fares/Fees/Parking Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run D2 and D6 are vital to these neighborhoods. If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family. The M4 is completely packed every weekday with children going to Deal M5. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn?t have any to get home from school that wouldn?t involve us hiring someone to pick her up as there isn?t another bus line that runs through our neighborhood. Eliminating the 18P route will have drastic impacts on military and civilian members who work at the pentagon. Consider increasing fares instead of eliminating the service of g12 and either enforce fare payments or increase fares instead of shutting it down. A lot of people in Greenbelt need the g12 service. You guys are amazing Please consider the fact that seniors, the disabled and low income riders rely on bus service to get to work, drs, shopping and other quality of life destinations and that it is extremely difficult to meet additional costs and deal with service cuts. Our lives are challenging already. Please don?t make things worse. We have been loyal riders and would like to continue to be. Please work to increase train frequency on the red line. Part of my decision not to take metro is based on in	Fares/Fees/Parking Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run D2 and D6 are vital to these neighborhoods If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family The M4 is completely packed every weekday with children going to Deal M5. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn?t have a way to get home from school that wouldn?t involve us hiring someone to pick her up as there isn?t another bus line that runs through our neighborhood. Eliminating the 18P route will have drastic impacts on military and civilian members who work at the pentagon. Consider increasing fares instead of eliminating that route. I am unable to drive and am completely dependent on the g12 route to get to and from work. It's a packed bus every time I get on. Please reconsider eliminating the service of g12 and either enforce fare payments or increase fares instead of shutting it down. A lot of people in Greenbelt need the g12 service. You guys are amazing Please consider the fact that seniors, the disabled and low income riders rely on bus service to get to work, drs, shopping and other quality of life destinations and that it is extremely difficult to meet additional costs and deal with service cuts. Our lives are challenging already. Please don?t make things wors	Fares/Fees/Parking Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run D2 and D6 are vital to these neighborhoods. If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family. The M4 is completely packed every weekday with children going to Deal M5. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn't have a way to get home from school that wouldn't involve us hiring someone to pick her up as there isn't another bus line that runs through our neighborhood. Eliminating the 18P route will have drastic impacts on military and civilian members who work at the pentagon. Consider increasing fares instead of eliminating the service of g12 and either enforce fare payments or increase fares instead of shutting it down. A lot of people in Greenbelt need the g12 service. You guys are amazing Please consider the fact that seniors, the disabled and low income riders rely on bus service to get to work, drs, shopping and other quality of life destinations and that it is extremely difficult to meet additional costs and deal with service cuts. Our lives are challenging already. Please don't make things worse. We have been loyal riders and would like to continue to be. Please work to increase train frequency on the red line. Part of my decision not to take metro is based on	Fares/Fees/Parking Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run D2 and D6 are vital to these neighborhoods. If d c eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family. The M4 is completely packed every weekday with children going to Deal M5. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn?t have a way to get home from school that wouldn?t involve us hiring someone to pick her up a sthere isn?t another bus line that runs through our neighborhood. Eliminating the 18P route will have drastic impacts on military and civilian members who work at the pentagon. Consider increasing fares instead of eliminating that route. I am unable to drive and am completely dependent on the g12 route to get to and from work. It's a packed bus every time I get on. Please reconsider eliminating the service of g12 and either enforce fare payments or increase fares instead of shutting it down. A lot of people in Greenbelt need the g12 service. You guys are amazing Please consider the fact that seniors, the disabled and low income riders rely on bus service to get to work, drs, shopping and other quality of life destinations and that it is extremely difficult to meet additional costs and deal with service cus. Our lives are challenging already. Please don?t make t	Fares/Fees/Parking Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus tor un D2 and D6 are vital to these neighborhoods. If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family. The M4 is completely packed every weekday with children going to Deal M5. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn?t have a way to get home from school that wouldn?t involve us hiring someone to pick her up as there isn?t another bus line that runs through our neighborhood. Eliminating the 18P route will have drastic impacts on military and civilian members who work at the pentagon. Consider increasing fares instead of eliminating the service of g12 and either enforce fare payments or increase fares instead of shutting it down. A lot of people in Greenbelt need the g12 service. You guys are amazing Please consider the fact that seniors, the disabled and low income riders rely on bus service to get to work, drs, shopping and other quality of life destinations and that it is extremely difficult to meet additional costs and deal with service cuts. Our lives are challenging already. Please don?t make things worse. We have been loyal riders and would like to continue to be. Please work to increase train frequency on the red line. Part of my decision not to take metro is based on	Fares/Fees/Parking Bus Service
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run D2 and D6 are vital to these neighborhoods. If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family. The M4 is completely packed every weekady with children going to Deal MS. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn?t have a way to get home from school that wouldn?t involve us hiring someone to pick her up as there isn?t another bus line that runs through our neighborhood. Eliminating the 18P route will have drastic impacts on military and civilian members who work at the pentagon. Consider increasing fares instead of eliminating the service of g12 and either enforce fare payments or increase fares instead of shutting it down. A lot of people in Greenbelt need the g12 service. You guys are amazing MPlease reconsider eliminations and that it is extremely difficult to meet additional costs and deal with service cuts. Our lives are challenging already. Please don?t make things worse. We have been loyal riders and would like to continue to be. Please work to increase train frequency on the red line. Part of my decision not to take metro is based on infrequent redine trains during the week. DC metro is my favorite public transportation system, and I rely on it daily. I really ap	Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus tor un D2 and D6 are vital to these neighborhoods. If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family. The M4 is completely packed every weekday with children going to Deal M5. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn?t have any to get home from school that wouldn?t involve us hiring someone to pick her up as there isn?t another bus line that runs through our neighborhood. Eliminating the 18P route will have drastic impacts on military and civilian members who work at the pentagon. Consider increasing fares instead of eliminating the service of g12 and either enforce fare payments or increase fares instead of shutting it down. A lot of people in Greenbelt need the g12 service. You guys are amazing Please consider the fact that seniors, the disabled and low income riders rely on bus service to get to work, drs, shopping and other quality of life destinations and that it is extremely difficult to meet additional costs and deal with service cuts. Our lives are challenging already. Please don?t make things worse. We have been loyal riders and would like to continue to be. Please work to increase train frequency on the red line. Part of my decision not to take metro is based on in	Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run D2 and D6 are vital to these neighborhoods. If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family. The M4 is completely packed every weekday with children going to Deal M5. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn? It have a way to get home from school that wouldn? t involve us hiring someone to pick her up as there isn?t another bus line that runs through our neighborhood. Eliminating the 18P route will have drastic impacts on military and civilian members who work at the pentagon. Consider increasing fares instead of eliminating the service of g12 and either enforce fare payments or increase fares instead of shutting it down. A lot of people in Greenbelt need the g12 service. You guys are amazing Please consider the dial with service cuts. Our lives are challenging already. Please don?t make things worse. We have been loyal riders and would like to continue to be. Please work to increase train frequency on the red line. Part of my decision not to take metro is based on infrequent redline trains during the week. DC metro is my favorite public transportation system, and I rely on it daily. I really appreciate the work you do. The metve bus line that fue to rosider the fac	Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run D2 and D6 are vital to these neighborhoods. If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family. The M4 is completely packed every weekday with children going to Deal M5. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn?t have a way to get home from school that wouldn?t involve us hiring someone to pick her up as there isn?t another bus line that runs through our neighborhood. Eliminating the 18P route will have drastic impacts on military and civilian members who work at the pentagon. Consider increasing fares instead of eliminating that route. I am unable to drive and am completely dependent on the g12 route to get and either enforce fare payments or increase fares instead of shutting it down. A lot of people in Greenbelt need the g12 service. You gy are amazing Please consider the calling and that it is extremely difficult to meet additional costs and deal with service cuts. Our lives are challenging already. Please don?t make things worse. We have been loyal riders and would like to continue to be. Please work to increase train frequency on ther deline. Part of my decision not to take metro is based on infrequent redline trains during the week. DC Cmetro is my favorite publ	Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run D2 and DG are vital to these neighborhoods. If dc eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family. The M4 is completely packed every weekday with children going to Deal MS. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn?t have away to get home from school that wouldn?t involve us hiring someone to pick her up as there isn?t another bus line that runs through our neighborhood. Eliminating the 18P route will have drastic impacts on military and civilian members who work at the pentagon. Consider increasing fares instead of eliminating the service of g12 and either enforce fare payments or increase fares instead of shutting it down. A lot of people in Greenbelt need the g12 service. You guys are amazing Please consider the fact that seniors, the disabled and low income riders rely on bus service to get to work, drs, shopping and other quality of life destinations and that it is extremely difficult to meet additional costs and deal with service cuts. Our lives are challenging already. Please don?t make things worse. We have been loyal riders and would like to continue to be. Please work to increase train frequency on the red line. Part of my decision not to take metro is based on i	Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime
inspections to lure in riders. It would cost more initially, but cold bring in more people. Unfortunately there are too many who disrespect others, cuss loudly in front of children, play loud music, or trash the place. The G12 is the ONLY bus that serves Ridge Road in old Greenbelt. Frankly, I would end up driving instead of catching the county 11 bus. Not everyone has that option. If you *must* cut the G12, *PLEASE* add Ridge road to the G14 route, or negotiate with PG to route the county 11 bus to run D2 and D6 are vital to these neighborhoods. If de eliminates the d6 bus line, I will no longer be able to get throughout the city using public transportation. This will be disastrous for my family. The M4 is completely packed every weekday with children going to Deal M5. The city does not provide school bus transport. How are those kids going to get to school under this plan? I have a student who takes the D6 from the Palisades to Hardy Middle School and that bus route is the only option available currently to go to/from school. Without the D6 she wouldn?t have a way to get home from school that wouldn?t involve us hiring someone to pick her up as there isn?t another bus line that runs through our neighborhood. Eliminating the 18P route will have drastic impacts on military and civilian members who work at the pentagon. Consider increasing fares instead of eliminating that route. I am unable to drive and am completely dependent on the g12 route to get to and from work. It's a packed bus every time I get on. Please reconsider eliminating the service of g12 and either enforce fare payments or increase fares instead of shutting it down. A lot of people in Greenbelt need the g12 service. You guys are amazing Please consider the fact that seniors, the disabled and low income riders rely on bus service to get to work, drs, shopping and other quality of life destinations and that it is extremely difficult to meet additional costs and deal with service cuts. Our lives are challenging already. Please don?t make things wo	Fares/Fees/Parking Bus Service Fare Evasion/Safety/Crime

Comment	Category
It would significantly impact my family in our ability to keep our jobs and get our child to childcare. If	
bus routes were unavailable this would be devastating to our family and likely require one member of	
our family to stop working in order to manage childcare.	Bus Service
I find it important to keep Metrobus routes such as the G2 and D2 because they allow access to	
Georgetown to the larger DC area, which is important for those living and working in other areas of dc	Dis Casa las
who need to access the Georgetown neighborhood and university.	Bus Service
It is really frustrating that there was enough funding to install those new fare doors but not enough to keep lines running. Keeping the service the same should have been the priority. The whole Glover	
Park/Burleith/Georgetown neighborhood is already fairly inaccessible and not everyone can afford	
alternative means of transportation like ubering. I depended on these lines (G2,D2,D6,33) heavily	
throughout my four years from getting to work to being able to go out into the rest of the city without	
spending the majority of my paycheck on the transportation. Also knowing that the majority of people	
who use these lines are not students and those who more fully depend on transportation than students	
will. Georgetown is a well off school, this will disproportionately impact the employees, and financially	
insecure students that already have a difficult transition into Georgetown's culture. While I may be	
impacted and all my friends who use these lines, our dependability on these lines is much smaller than	
its adverse impact on others. I?m graduating and moving before these changes take place, but this is	
important enough for me to fill this out.	Operating Budget, Management and Spending
Eliminating 22f and 22a would eliminate all of the routes that travel through South Fairlington. The	
only remaining option is 7a which it across the highway, and it is already a crowded but that you are	
proposing reducing the service of. I think this proposal effectively cuts off the Fairlington Community	
from getting public transportation to the metro. It?s a nightmare.	Bus Service
Eliminating the 96 would be drastic - the only alternative for me to get to where I need to go (when the	Sub Sch Hee
96 is delayed, which is often) is driving or taking a ride share. Others may not have the resources to do	
that. I live on 29th ST NW - I fear that there's a perception that everyone is rich in NW DC, so that's	
where cuts should be made, but I have a lot of elderly neighbors who rely on that bus for essential	
appointments, grocery shopping, etc. During the day on the weekend, that bus is half full of older	
women with grocery carts, and in the evenings, there are a lot of students. There are a lot of regular	
riders on this bus, this would be a terrible decision.	Bus Service
Please don?t get rid of the G2	Bus Service
This plan will negatively impact my community in Wheaton. Both my husband and I commute into DC,	
which takes 40-60 minutes total. Breaking up the red line so that north of silver spring is another train	
and increasing wait times will add up to 25 minutes to our commutes. That's almost an additional hour	
every day spent waiting for trains, and 3 hours total commuting. That plus increased fares would	
probably leave us reliant on one car (difficult considering we work different hours) since \$15 plus 3	
hours each to commute would no longer make metro worthwhile. I suspect that these changes will also	
make the trains less safe as less people would be riding, leaving the vulnerable more exposed to the	
dangerous people on the trains.	Fares/Fees/Parking
Eliminating D2, D6 and G2 would negatively impact those commuters who work at Georgetown	
University and this area of DC that is not served by a metrorail station close by.	Rail Service
Please do not reduce bus service along Connecticut Avenue crossing the MD/DC border. There are	
already so few stops and infrequent buses. I would take the bus about 4-5 times a week if it were more	
reliable and frequent.	Bus Service
Don?t get rid of the g2.	Bus Service
M4 is vital for public school transportation work travel to reduce driving.	Bus Service
People avoid paying when they get on the metro and buses If you could require customers to pay,	
there would be less need to cut vital bus totes fir paying customers. It?s just not fair. G2 is a vital bus	
line that crosses Washington, from Howard to Georgetown. This proposed cut will force many people	
to take Ubers. That would bd ridiculous. The people who take the G2 don?t own cars (workers,	
students). Please keep the G2 as is. Thank you.	Bus Service
The G2 line is incredibly important for Georgetown students and residents. The area is already	
extremely inaccessible due to the lack of a subway stop; eliminating one of our main bus routes would	
significantly reduce the connectedness of this community with the rest of D.C. As a student who loves	
the arts and experiencing what the district has to offer, I have no doubt that taking away this bus	
would be synonymous with taking away the ability to travel, SPECIFICALLY to low-medium income	
students while upper income residents turn to other third party services such as Uber.	Bus Service
I would love for Metro to address the exponential increase in fare evaders. It's outrageous how many	
people I see on a daily basis jumping (or walking through) the gates without paying and with impunity.	
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules.	Fares/Fees/Parking
	Fares/Fees/Parking
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules.	Fares/Fees/Parking Capital Budget
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start	
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services.	
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any	
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and	Capital Budget
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and our neighbourhood doesn?t have any cars and we all using only public transportation	Capital Budget
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and our neighbourhood doesn?t have any cars and we all using only public transportation The D6, D2, and G2 buses are the only bus lines currently serving a significant portion of the lower end of Ward 3. Not only are they highly utilized today for students traveling back and forth to school and hospital workers at Sibley Hospital, but would be a critical component to any Ward 3 plan that	Capital Budget
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and our neighbourhood doesn?t have any cars and we all using only public transportation The D6, D2, and G2 buses are the only bus lines currently serving a significant portion of the lower end of Ward 3. Not only are they highly utilized today for students traveling back and forth to school and	Capital Budget
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and our neighbourhood doesn?t have any cars and we all using only public transportation The D6, D2, and G2 buses are the only bus lines currently serving a significant portion of the lower end of Ward 3. Not only are they highly utilized today for students traveling back and forth to school and hospital workers at Sibley Hospital, but would be a critical component to any Ward 3 plan that	Capital Budget
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and our neighbourhood doesn?t have any cars and we all using only public transportation The D6, D2, and G2 buses are the only bus lines currently serving a significant portion of the lower end of Ward 3. Not only are they highly utilized today for students traveling back and forth to school and hospital workers at sibley Hospital, but would be a critical component to any Ward 3 plan that seriously contemplates meeting the city-wide affordable housing goals. With DCPS recently opening	Capital Budget
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and our neighbourhood doesn?t have any cars and we all using only public transportation The D6, D2, and G2 buses are the only bus lines currently serving a significant portion of the lower end of Ward 3. Not only are they highly utilized today for students traveling back and forth to school and hospital workers at Sibley Hospital, but would be a critical component to any Ward 3 plan that seriously contemplates meeting the city-wide affordable housing goals. With DCPS recently opening MacArthur high school and many students from across the district traveling bus to get their education, there would be a major disconnect between the executive branch and WMATA if the school was left in a transit desert. These are critical areas to maintain public transit in.	Capital Budget
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and our neighbourhood doesn?t have any cars and we all using only public transportation The D6, D2, and G2 buses are the only bus lines currently serving a significant portion of the lower end of Ward 3. Not only are they highly utilized today for students traveling back and forth to school and hospital workers at Sibley Hospital, but would be a critical component to any Ward 3 plan that seriously contemplates meeting the city-wide affordable housing goals. With DCPS recently opening MacArthur high school and many students from across the district traveling by bus to get their education, there would be a major disconnect between the executive branch and WMATA if the school	Capital Budget Bus Service
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and our neighbourhood doesn?t have any cars and we all using only public transportation The D6, D2, and G2 buses are the only bus lines currently serving a significant portion of the lower end of Ward 3. Not only are they highly utilized today for students traveling back and forth to school and hospital workers at Sibley Hospital, but would be a critical component to any Ward 3 plan that seriously contemplates meeting the city-wide affordable housing goals. With DCPS recently opening MacArthur high school and many students from across the district traveling bus to get their education, there would be a major disconnect between the executive branch and WMATA if the school was left in a transit desert. These are critical areas to maintain public transit in.	Capital Budget Bus Service
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and our neighbourhood doesn?t have any cars and we all using only public transportation The D6, D2, and G2 buses are the only bus lines currently serving a significant portion of the lower end of Ward 3. Not only are they highly utilized today for students traveling back and forth to school and hospital workers at Sibley Hospital, but would be a critical component to any Ward 3 plan that seriously contemplates meeting the city-wide affordable housing goals. With DCPS recently opening MacArthur high school and many students from across the district traveling bus to get their education, there would be a major disconnect between the executive branch and WMATA if the school was left in a transit desert. These are critical areas to maintain public transit in. I rely heavily on Metrorail and service cuts are not the solution to fixing years of malpractice and neglect to the system. WMATA needs to improve overall management and accountability within the system. I hope that WMATA resolves it's issues and becomes the transit organization that the DMV	Capital Budget Bus Service
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and our neighbourhood doesn?t have any cars and we all using only public transportation The D6, D2, and G2 buses are the only bus lines currently serving a significant portion of the lower end of Ward 3. Not only are they highly utilized today for students traveling back and forth to school and hospital workers at Sibley Hospital, but would be a critical component to any Ward 3 plan that seriously contemplates meeting the city-wide affordable housing goals. With DCPS recently opening MacArthur high school and many students from across the district traveling bus to get their education, there would be a major disconnect between the executive branch and WMATA if the school was left in a transit desert. These are critical areas to maintain public transit in. I rely heavily on Metrorail and service cuts are not the solution to fixing years of malpractice and neglect to the system. WMATA needs to improve overall management and accountability within the system. I hope that WMATA resolves it's issues and becomes the transit organization that the DMV needs to continue to meet the needs of a modern city.	Capital Budget Bus Service
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and our neighbourhood doesn?t have any cars and we all using only public transportation The D6, D2, and G2 buses are the only bus lines currently serving a significant portion of the lower end of Ward 3. Not only are they highly utilized today for students traveling back and forth to school and hospital workers at Sibley Hospital, but would be a critical component to any Ward 3 plan that seriously contemplates meeting the city-wide affordable housing goals. With DCPS recently opening MacArthur high school and many students from across the district traveling by but so get their education, there would be a major disconnect between the executive branch and WMATA if the school was left in a transit desert. These are critical areas to maintain public transit in. I rely heavily on Metrorail and service cuts are not the solution to fixing years of malpractice and neglect to the system. WMATA needs to improve overall management and accountability within the system. I hope that WMATA resolves it's issues and becomes the transit organization that the DMV needs to continue to meet the needs of a modern city. As a resident of Glover Park, the D2 and 31/33 routes are my only transportation options to leave my	Capital Budget Bus Service Bus Service
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and our neighbourhood doesn?t have any cars and we all using only public transportation The D6, D2, and G2 buses are the only bus lines currently serving a significant portion of the lower end of Ward 3. Not only are they highly utilized today for students traveling back and forth to school and hospital workers at Sibley Hospital, but would be a critical component to any Ward 3 plan that seriously contemplates meeting the city-wide affordable housing goals. With DCPS recently opening MacArthur high school and many students from across the district traveling by bus to get their education, there would be a major disconnect between the executive branch and WMATA if the school was left in a transit desert. These are critical areas to maintain public transit in. I rely heavily on Metrorail and service cuts are not the solution to fixing years of malpractice and neglect to the system. WMATA needs to improve overall management and accountability within the system. I hope that WMATA resolves it's issues and becomes the transit organization that the DMV needs to continue to meet the needs of a modern city. As a resident of Glover Park, the D2 and 31/33 routes are my only transportation options to leave my neighborhood. The elimination of the D2 bus, in particular, would cause financial hardship and force	Capital Budget Bus Service Bus Service
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and our neighbourhood doesn?t have any cars and we all using only public transportation The D6, D2, and G2 buses are the only bus lines currently serving a significant portion of the lower end of Ward 3. Not only are they highly utilized today for students traveling back and forth to school and hospital workers at Sibley Hospital, but would be a critical component to any Ward 3 plan that seriously contemplates meeting the city-wide affordable housing goals. With DCPS recently opening MacArthur high school and many students from across the district traveling back and forth to school was left in a transit desert. These are critical areas to maintain public transit in. I rely heavily on Metrorail and service cuts are not the solution to fixing years of malpractice and neglect to the system. WMATA needs to improve overall management and accountability within the system. I hope that WMATA resolves it's issues and becomes the transit organization that the DMV needs to continue to meet the needs of a modern city. As a resident of Glover Park, the D2 and 31/33 routes are my only transportation options to leave my neighborhood. The elimination of the D2 bus, in particular, would cause financial hardship and force me to move because I rely on the D2 for my commute to work. I also depend on regular bus service	Capital Budget Bus Service Bus Service
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and our neighbourhood doesn?t have any cars and we all using only public transportation The D6, D2, and G2 buses are the only bus lines currently serving a significant portion of the lower end of Ward 3. Not only are they highly utilized today for students traveling back and forth to school and hospital workers at Sibley Hospital, but would be a critical component to any Ward 3 plan that seriously contemplates meeting the city-wide affordable housing goals. With DCPS recently opening MacArthur high school and many students from across the district traveling by bus to get their education, there would be a major disconnect between the executive branch and WMATA if the school was left in a transit desert. These are critical areas to maintain public transit in. I rely heavily on Metrorail and service cuts are not the solution to fixing years of malpractice and neglect to the system. WMATA needs to improve overall management and accountability within the system. I hope that WMATA resolves it's issues and becomes the transit organization that the DMV needs to continue to meet the needs of a modern city. As a resident of Glover Park, the D2 and 31/33 routes are my only transportation options to leave my neighborhood. The elimination of the D2 bus, in particular, would cause financial hardship and force	Capital Budget Bus Service Bus Service
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and our neighbourhood doesn?t have any cars and we all using only public transportation The D6, D2, and G2 buses are the only bus lines currently serving a significant portion of the lower end of Ward 3. Not only are they highly utilized today for students traveling back and forth to school and hospital workers at Sibley Hospital, but would be a critical component to any Ward 3 plan that seriously contemplates meeting the city-wide affordable housing goals. With DCPS recently opening MacArthur high school and many students from across the district traveling by bus to get their education, there would be a major disconnect between the executive branch and WMATA if the school was left in a transit desert. These are critical areas to maintain public transit in. I rely heavily on Metrorail and service cuts are not the solution to fixing years of malpractice and neglect to the system. WMATA needs to improve overall management and accountability within the system. I hope that WMATA resolves it's issues and becomes the transit organization that the DMV needs to continue to meet the needs of a modern city. As a resident of Glover Park, the D2 and 31/33 routes are my only transportation options to leave my neighborhood. The elimination of the D2 bus, in particular, would cause financial hardship and force me to move because I rely on the D2 for my commute to work. I also depend on regular bus service using the 31/33 lines, and the proposed change would make many of my daily activities more difficult. Please do not cut bus services to communities that do not have metro access!!	Capital Budget Bus Service Bus Service
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and our neighbourhood doesn?t have any cars and we all using only public transportation The D6, D2, and G2 buses are the only bus lines currently serving a significant portion of the lower end of Ward 3. Not only are they highly utilized today for students traveling back and forth to school and hospital workers at Sibley Hospital, but would be a critical component to any Ward 3 plan that seriously contemplates meeting the city-wide affordable housing goals. With DCPS recently opening MacArthur high school and many students from across the district traveling by bus to get their education, there would be a major disconnect between the executive branch and WMATA if the school was left in a transit desert. These are critical areas to maintain public transit in. I rely heavily on Metrorail and service cuts are not the solution to fixing years of malpractice and neglect to the system. WMATA needs to improve overall management and accountability within the system. I hope that WMATA resolves it's issues and becomes the transit organization that the DMV needs to continue to meet the needs of a modern city. As a resident of Glover Park, the D2 and 31/33 routes are my only transportation options to leave my neighborhood. The elimination of the D2 bus, in particular, would cause financial hardship and force me to move because I rely on the D2 for my commute to work. I also depend on regular bus service using the 31/33 lines, and the proposed change would make many of my daily activities more difficult. Please do not cut bus services to communities that do not have merto access!! Not enforcin	Capital Budget Bus Service Bus Service Bus Service
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and our neighbourhood doesn?t have any cars and we all using only public transportation The D6, D2, and G2 buses are the only bus lines currently serving a significant portion of the lower end of Ward 3. Not only are they highly utilized today for students traveling back and forth to school and hospital workers at Sibley Hospital, but would be a critical component to any Ward 3 plan that seriously contemplates meeting the city-wide affordable housing goals. With DCP5 recently opening MacArthur high school and many students from across the district traveling back and forth to school and neglect to the system. WMATA needs to improve overall management and accountability within the system. I hope that WMATA resolves it's issues and becomes the transit organization that the DMV needs to continue to meet the needs of a modern city. As a resident of Glover Park, the D2 and 31/33 routes are my only transportation options to leave my neighborhood. The elimination of the D2 bus, in particular, would cause financial hardship and force me to move because I rely on the D2 bus, in particular, would cause financial hardship and force me to move because I rely on the D2 for my commute to work. I also depend on regular bus service using the 31/33 lines, and the proposed change would make many of my daily activities more difficult. Please do not cut bus services to communities that do not have metro access!! Not enforcing fares is going to continue to make the budget issues worse; I ride Metro at least once a week and see someone jump the turn style every time	Capital Budget Bus Service Bus Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and our neighbourhood doesn?t have any cars and we all using only public transportation The D6, D2, and G2 buses are the only bus lines currently serving a significant portion of the lower end of Ward 3. Not only are they highly utilized today for students traveling back and forth to school and hospital workers at Sibley Hospital, but would be a critical component to any Ward 3 plan that seriously contemplates meeting the city-wide affordable housing goals. With DCPS recently opening MacArthur high school and many students from across the district traveling by bus to get their education, there would be a major disconnect between the executive branch and WMATA if the school was left in a transit desert. These are critical areas to maintain public transit in. I rely heavily on Metrorail and service cuts are not the solution to fixing years of malpractice and neglect to the system. WMATA needs to improve overall management and accountability within the system. I hope that WMATA resolves it's issues and becomes the transit organization that the DMV needs to continue to meet the needs of a modern city. As a resident of Glover Park, the D2 and 31/33 routes are my only transportation options to leave my neighborhood. The elimination of the D2 bus, in particular, would cause financial hardship and force me to move because I rely on the D2 form y commute to work. I also depend on regular bus service me to move because I rely on the D2 form y commute to work. I also depend on regular bus service me to move because I rely on the D2 form y commute to work. I also depend on regular bus service	Capital Budget Bus Service Bus Service Bus Service Operating Budget, Management and Spending
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and our neighbourhood doesn?t have any cars and we all using only public transportation The D6, D2, and G2 buses are the only bus lines currently serving a significant portion of the lower end of Ward 3. Not only are they highly utilized today for students traveling back and forth to school and hospital workers at Sibley Hospital, but would be a critical component to any Ward 3 plan that seriously contemplates meeting the city-wide affordable housing goals. With DCPS recently opening MacArthur high school and many students from across the district traveling by bus to get their education, there would be a major disconnect between the executive branch and WMATA if the school was left in a transit desert. These are critical areas to maintain public transit in. I rely heavily on Metrorail and service cuts are not the solution to fixing years of malpractice and neglect to the system. WMATA needs to improve overall management and accountability within the system. I hope that WMATA resolves it's issues and becomes the transit organization that the DMV needs to continue to meet the needs of a modern city. As a resident of Glover Park, the D2 and 31/33 routes are my only transportation options to leave my neighborhood. The elimination of the D2 bus, in particular, would cause financial hardship and force me to move because I rely on the D2 for my commute to work. I also depend on regular bus service using the 31/33 lines, and the proposed change would make many of my daily activities more difficult. Please do not cut bus services to communities that do not have metro acccess!! Not enforci	Capital Budget Bus Service Bus Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and our neighbourhood doesn?t have any cars and we all using only public transportation The D6, D2, and G2 buses are the only bus lines currently serving a significant portion of the lower end of Ward 3. Not only are they highly utilized today for students traveling back and forth to school and hospital workers at Sibley Hospital, but would be a critical component to any Ward 3 plan that seriously contemplates meeting the city-wide affordable housing goals. With DCPS recently opening MacArthur high school and many students from across the district traveling by bus to get their education, there would be a major disconnect between the executive branch and WMATA if the school was left in a transit desert. These are critical areas to maintain public transit in. I rely heavily on Metrorail and service cuts are not the solution to fixing years of malpractice and neglect to the system. WMATA needs to improve overall management and accountability within the system. I hope that WMATA resolves it's issues and becomes the transit organization that the DMV needs to continue to meet the needs of a modern city. As a resident of Glover Park, the D2 and 31/33 routes are my only transportation options to leave my neighborhood. The elimination of the D2 bus, in particular, would cause financial hardship and force me to move because I rely on the D2 for my commute to work. I also depend on regular bus service using the 31/33 lines, and the proposed change would make many of my daily activities more difficult. Please don ot cut bus services to communities that do not have metro access!! Not enforcin	Capital Budget Bus Service Bus Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and our neighbourhood doesn?t have any cars and we all using only public transportation The D6, D2, and G2 buses are the only bus lines currently serving a significant portion of the lower end of Ward 3. Not only are they highly utilized today for students traveling back and forth to school and hospital workers at Sibley Hospital, but would be a critical component to any Ward 3 plan that seriously contemplates meeting the city-wide affordable housing goals. With DCPS recently opening MacArthur high school and many students from across the district traveling by bus to get their education, there would be a major disconnect between the executive branch and WMATA if the school was left in a transit desert. These are critical areas to maintain public transit in. I rely heavily on Metrorali and service cuts are not the solution to fixing years of malpractice and neglect to the system. WMATA needs to improve overall management and accountability within the system. I hope that WMATA resolves it's issues and becomes the transit organization that the DMV needs to continue to meet the needs of a modern city. As a resident of Glover Park, the D2 and 31/33 routes are my only transportation options to leave my neighborhood. The elimination of the D2 bus, in particular, would cause financial hardship and force me to move because I rely on the D2 for my commute to work. I also depend on regular bus service using the 31/33 lines, and the proposed change would make many of my daily activities more difficult. Please don cut ubus services to communitities that do not have metro access!! Not enforcin	Capital Budget Bus Service Bus Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and our neighbourhood doesn?t have any cars and we all using only public transportation The D6, D2, and G2 buses are the only bus lines currently serving a significant portion of the lower end of Ward 3. Not only are they highly utilized today for students traveling back and forth to school and hospital workers at slibley Hospital, but would be a critical component to any Ward 3 plan that seriously contemplates meeting the city-wide affordable housing goals. With DCPS recently opening MacAthur high school and many students from across the district traveling by bus to get their education, there would be a major disconnect between the executive branch and WMATA if the school was left in a transit desert. These are critical areas to maintain public transit in. I rely heavily on Metrorali and service cuts are not the solution to fixing years of malpractice and neglect to the system. WMATA needs to improve overall management and accountability within the system. I hope that WMATA resolves it's issues and becomes the transit organization that the DMV needs to continue to meet the needs of a modern city. As a resident of Glover Park, the D2 and 31/33 routes are my only transportation options to leave my neighborhood. The elimination of the D2 bus, in particular, would cause financial hardship and force me to move because I rely on the D2 for my commute to work. I also depend on regular bus service using the 31/33 lines, and the proposed change would make mamy of my daily activities more difficult. Please do not cut bus services to communities that do not have metro access!! Not enforcin	Capital Budget Bus Service Bus Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and our neighbourhood doesn?t have any cars and we all using only public transportation The D6, D2, and G2 buses are the only bus lines currently serving a significant portion of the lower end of Ward 3. Not only are they highly utilized today for students traveling back and forth to school and hospital workers at Sibley Hospital, but would be a critical component to any Ward 3 plan that seriously contemplates meeting the city-wide affordable housing goals. With DCPS recently opening MacArthur high school and many students from across the district traveling by bus to get their education, there would be a major disconnect between the executive branch and WMATA if the school was left in a transit desert. These are critical areas to maintain public transit in. I rely heavily on Metrorail and service cuts are not the solution to fixing years of malpractice and neglect to the system. WMATA needs to improve overall management and accountability within the system. I hope that WMATA resolves it's issues and becomes the transit organization that the DMV needs to continue to meet the needs of a modern city. As a resident of Glover Park, the D2 and 31/33 routes are my only transportation options to leave my neighborhood. The elimination of the D2 bus, in particular, would cause financial hardship and force me to move because I rely on the D2 for my commute to work. I also depend on regular bus service using the 31/33 lines, and the proposed change would make many of my daily activities more difficult. Please don or cut bus services to communities that do not have metro acccess!! Not enforci	Capital Budget Bus Service Bus Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and our neighbourhood doesn?t have any cars and we all using only public transportation The D6, D2, and G2 buses are the only bus lines currently serving a significant portion of the lower end of Ward 3. Not only are they highly utilized today for students traveling back and forth to school and hospital workers at Sibley Hospital, but would be a critical component to any Ward 3 plan that seriously contemplates meeting the city-wide affordable housing goals. With DCPS recently opening MacArthur high school and many students from across the district traveling by bus to get their education, there would be a major disconnect between the executive branch and WMATA if the school was left in a transit desert. These are critical areas to maintain public transit in. I rely heavily on Metrorail and service cuts are not the solution to fixing years of malpractice and neglect to the system. WMATA needs to improve overall management and accountability within the system. I hope that WMATA resolves it's issues and becomes the transit organization that the DMV needs to continue to meet the needs of a modern city. As a resident of Glover Park, the D2 and 31/33 routes are my only transportation options to leave my neighborhood. The elimination of the D2 bus, in particular, would cause financial hardship and force me to move because I rely on the D2 for my commute to work. I also depend on regular bus service using the 31/33 lines, and the proposed change would make many of my daily activities more difficult. Please don?t cut the R12. It is very useful to our community The M4 bus line is absolutely	Capital Budget Bus Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending Bus Service
This is creating a culture of lawlessness that is dangerous for those of us who follow the rules. Metro needs service expansion not cuts. With all the taxes dc collects, stop funding cops and start funding services. D6 is the only bus serving our community, cutting it down you are cutting access to hospitals and any other access to elder people and a lot of people without transportation. Please note majority of DC and our neighbourhood doesn?t have any cars and we all using only public transportation The D6, D2, and G2 buses are the only bus lines currently serving a significant portion of the lower end of Ward 3. Not only are they highly utilized today for students traveling back and forth to school and hospital workers at Sibley Hospital, but would be a critical component to any Ward 3 plan that seriously contemplates meeting the city-wide affordable housing goals. With DCPS recently opening MacArthur high school and many students from across the district traveling by bus to get their education, there would be a major disconnect between the executive branch and WMATA if the school was left in a transit desert. These are critical areas to maintain public transit in. I rely heavily on Metrorail and service cuts are not the solution to fixing years of malpractice and neglect to the system. WMATA needs to improve overall management and accountability within the system. I hope that WMATA resolves it's issues and becomes the transit organization that the DMV needs to continue to meet the needs of a modern city. As a resident of Glover Park, the D2 and 31/33 routes are my only transportation options to leave my neighborhood. The elimination of the D2 bus, in particular, would cause financial hardship and force me to move because I rely on the D2 for my commute to work. I also depend on regular bus service using the 31/33 lines, and the proposed change would make many of my daily activities more difficult. Please don?t cut the R12. It is very useful to our community The M4 bus line is absolutely	Capital Budget Bus Service Bus Service Bus Service Operating Budget, Management and Spending Operating Budget, Management and Spending

Comment	Category
Please do not reduce accessibility to neighborhoods that are already not connected to the metro. It will only incentive people to move away and it will further reduce your revenues even more. People will not	
want to live in DC if these changes are made.	MetroAccess
What about charging the fare? I?m one of the 30% paying every time I ride. The D6 is a lifeline to older	
residents of Georgetown and low paid medical at GU and Sibley Hospitals. It?s loss would be huge.	Fares/Fees/Parking
If we could capture the fares for people who routinely jump the turn styles, how would that impact the	
budget? It is VERY FRUSTRATING to see so many people (often young people) just push through the entry/exit gates at stations. It makes me wish I had a tazer so I could gently zap them and say hey, pay	
the fare. (not likely to act on this, just trying to figure out how to get their attention so they know what	
they are doing is unlawful and has consequences for others.	Operating Budget, Management and Spending
Please do not eliminate the quality of service, frequency, or bus routes. Instead, focus on finding a	-
private public partnership to fund your budget shortfall. DO NOT transfer the costs onto consumers,	
most of which are low income, and rely heavily on WMATA?s services.	Operating Budget, Management and Spending
Do not cut the bus lines, and do not cut service times. I will not take the metro if it's not convenient, which means it runs often	Bus Service
I do not support fare increases or reducing service to stations.	Fares/Fees/Parking
I often see riders NOT paying when boarding the bus. Is it possible for reduced fare/subsidized fare that	
does NOT impact the budget?	Operating Budget, Management and Spending
raise fares on rail but not on buses, which poor folks use much more	Bus Service
The thought of reducing service to save money is rather silly as that won't fix the budget problem beyond temporarily. Reducing service reduces ridership, which reduces revenue, which likely reduces	
margins, which demands further service cuts. Raise prices, offer discounts to our vulnerable	
populations, and move on.	Operating Budget, Management and Spending
Cutting off the bus services that are connected with Georgetown University will present a significant	-
hardship to its employees, especially given a lack of a metro stop (and on-campus parking is limited and	
astronomical).	Bus Service
Metro is what truly sets D.C. apart as a livable and accessible city. The proposed service cuts particularly on Metrorailwould be devastating for ridership.	Bus Service
G12 route serves children attending Greenbelt Elementary School and also many senior citizens living in	
this area (there are many one bedroom homes here). I am a senior citizen and may lose my drivers	
license due to health conditions. I need to have the G12 route available.	Bus Service
Public transportation should be publicly funded. The people who can least afford to pay are the ones	
who most need public transportation. And we all benefit from widespread use of public transportation,	Missellapaous
not just the riders. The G2 is the only public transit option for students living in Shaw, Logan Circle, and nearby	Miscellaneous
neighborhoods to commute to Georgetown. Students are constrained in their expenses and transit	
options already. Eliminating the G2 without providing students any public transit alternative would be	
an incredible disservice and disappointment.	Rail Service
If you eliminate the M4 and D6, you eliminate our neighborhood?s only public transportation and the	Due Comine
only public transportation for students to reach our neighborhood public middle and high schools. I appreciate having access to MetroBus and MetroRail. I have lived in the DMV since 2008 and have	Bus Service
commuted to work via public transit that entire time. My family and I use rail and bus to get to	
downtown DC and to the airport on a regular basis. I would rather see greater taxes on car use within	
DC and restrictions on where cars can go in order to increase use and ridership. While I prefer increases	
in fares versus decreases in service, I find it difficult to make an informed decision without	
understanding how low ridership is for some routes versus others.	Bus Service
Cutting service only leads to further decreases in revenue. Increase rates, give discounts to vulnerable residents, and move on.	Service Levels
We need to continue improving Metro so more people use it. Improve system and add bus lanes,	
congestion charges, etc to force higher usage. Do not cut metro quality of service.	Bus Service
Please keep the 63 bus going to and from downtown. Do not end it at Petworth. It is how many people	
in the neighborhood, including me, get to and from work.	Bus Service
Don't isolate the Georgetown neighborhood. Students frequently utilize the bus system I prefer Metro to address its budget shortfall through increases to the cost of driving: increase in tolls,	Bus Service
lincrease in cameras to fine drivers for illegal and dangerous driving, increase in gas tax, increase in cost	
increase in cameras to fine drivers for illegal and dangerous driving, increase in gas tax, increase in cost of gas, increase in tax to pay for roads and repairs and risk of killing people.	Operating Budget, Management and Spending
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don?t cut service on the 42 and 43!! I take it all the time all the way from Mt. Pleasant to the	
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don?t cut service on the 42 and 43!! I take it all the time all the way from Mt. Pleasant to the Kennedy Center! It?s my favorite bus route!	Bus Service
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don't cut service on the 42 and 43! I take it all the time all the way from Mt. Pleasant to the Kennedy Center! It?s my favorite bus route! I need the G2 bus in order to get to work everyday!	
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don't cut service on the 42 and 4311 take it all the time all the way from Mt. Pleasant to the Kennedy Center! It?s my favorite bus route! I need the G2 bus in order to get to work everyday! Shared scooter (and bike) rental companies are negatively impacting metro ridership. I never see this	Bus Service Bus Service
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don't cut service on the 42 and 43! I take it all the time all the way from Mt. Pleasant to the Kennedy Center! It?s my favorite bus route! I need the G2 bus in order to get to work everyday!	Bus Service
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don't cut service on the 42 and 43!! take it all the time all the way from Mt. Pleasant to the Kennedy Center! It?s my favorite bus route! I need the G2 bus in order to get to work everyday! Shared scooter (and bike) rental companies are negatively impacting metro ridership. I never see this discussed in the press. Tax these companies! You can't eliminate the G2! That is a huge way that people get to Georgetown which has no metro stop! That is a crazy suggestion!	Bus Service Bus Service
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don't cut service on the 42 and 43!1 take it all the time all the way from Mt. Pleasant to the Kennedy Center! It?s my favorite bus route! I need the G2 bus in order to get to work everyday! Shared scooter (and bike) rental companies are negatively impacting metro ridership. I never see this discussed in the press. Tax these companies! You can't eliminate the G2! That is a huge way that people get to Georgetown which has no metro stop! That is a crazy suggestion! Consistent service will trump everything else.	Bus Service Rail Service
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don't cut service on the 42 and 43!! I take it all the time all the way from Mt. Pleasant to the Kennedy Center! It?s my favorite bus route! I need the G2 bus in order to get to work everyday! Shared scooter (and bike) rental companies are negatively impacting metro ridership. I never see this discussed in the press. Tax these companies! You can't eliminate the G2! That is a huge way that people get to Georgetown which has no metro stop! That is a crazy suggestion! Consistent service will trump everything else. The G2 is the only way I can access my place of employment (Georgetown). This is an absolutely vital	Bus Service Bus Service Servic
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don't cut service on the 42 and 43!! take it all the time all the way from Mt. Pleasant to the Kennedy Center! It?s my favorite bus route! I need the G2 bus in order to get to work everyday! Shared scooter (and bike) rental companies are negatively impacting metro ridership. I never see this discussed in the press. Tax these companies! You can't eliminate the G2! That is a huge way that people get to Georgetown which has no metro stop! That is a crazy suggestion! Consistent service will trump everything else. The G2 is the only way I can access my place of employment (Georgetown). This is an absolutely vital service line.	Bus Service Rail Service Bus Service Bus Service
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don't cut service on the 42 and 4311 take it all the time all the way from Mt. Pleasant to the Kennedy Centerl It?s my favorite bus route! I need the G2 bus in order to get to work everyday! Shared scooter (and bike) rental companies are negatively impacting metro ridership. I never see this discussed in the press. Tax these companies! You can't eliminate the G2 I That is a huge way that people get to Georgetown which has no metro stop! That is a crazy suggestion! Consistent service will trump everything else. The G2 is the only way I can access my place of employment (Georgetown). This is an absolutely vital service line. Decreasing service creates a cycle where fewer people can take the metro & creating less demand.	Bus Service
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don't cut service on the 42 and 43!! take it all the time all the way from Mt. Pleasant to the Kennedy Center! It?s my favorite bus route! I need the G2 bus in order to get to work everyday! Shared scooter (and bike) rental companies are negatively impacting metro ridership. I never see this discussed in the press. Tax these companies! You can't eliminate the G2! That is a huge way that people get to Georgetown which has no metro stop! That is a crazy suggestion! Consistent service will trump everything else. The G2 is the only way I can access my place of employment (Georgetown). This is an absolutely vital service line.	Bus Service Bus Service Servic
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don't cut service on the 42 and 4311 take it all the time all the way from Mt. Pleasant to the Kennedy Centerl It?s my favorite bus route! I need the G2 bus in order to get to work everyday! Shared scooter (and bike) rental companies are negatively impacting metro ridership. I never see this discussed in the press. Tax these companies! You can't eliminate the G21 That is a huge way that people get to Georgetown which has no metro stop! That is a crazy suggestion! Consistent service will trump everything else. The G2 is the only way I can access my place of employment (Georgetown). This is an absolutely vital service line. Decreasing service creates a cycle where fewer people can take the metro & creating less demand. Increasing reliable & affordable service allows people to rely on public transit We have several household employees and a nearby hospital (Georgetown University Hospital) that rely on public transportation. The D2 and D6 are crucial to our community.	Bus Service
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don't cut service on the 42 and 4311 take it all the time all the way from Mt. Pleasant to the Kennedy Centerl It?s my favorite bus route! I need the G2 bus in order to get to work everyday! Shared scooter (and bike) rental companies are negatively impacting metro ridership. I never see this discussed in the press. Tax these companies! You can't eliminate the G2 I That is a huge way that people get to Georgetown which has no metro stop! That is a crazy suggestion! Consistent service will trump everything else. The G2 is the only way I can access my place of employment (Georgetown). This is an absolutely vital service line. Decreasing service creates a cycle where fewer people can take the metro & creating less demand. Increasing reliable & affordable service allows people to rely on public transit We have several household employees and a nearby hospital (Georgetown University Hospital) that rely on public transportation. The D2 and D6 are crucial to our community. I would vastly prefer fare increases with enough notice - especially for those who use a monthly	Bus Service Bus Service Bus Service Bus Service Rail Service Rail Service Rail Service
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don't cut service on the 42 and 4311 take it all the time all the way from Mt. Pleasant to the Kennedy Center! It?s my favorite bus route! I need the G2 bus in order to get to work everyday! Shared scooter (and bike) rental companies are negatively impacting metro ridership. I never see this discussed in the press. Tax these companies! You can't eliminate the G2! That is a huge way that people get to Georgetown which has no metro stop! That is a crazy suggestion! Consistent service will trump everything else. The G2 is the only way I can access my place of employment (Georgetown). This is an absolutely vital service line. Decreasing service creates a cycle where fewer people can take the metro & creating less demand. Increasing reliable & affordable service allows people to rely on public transit We have several household employees and a nearby hospital (Georgetown University Hospital) that rely on public transportation. The D2 and D6 are crucial to our community. I would vastly prefer fare increases with enough notice - especially for those who use a monthly unlimited pass with SmartBenefits. I feel like I can't say much about the bus routes now but I will be	Bus Service Bus Service Bus Service Bus Service Rail Service Rail Service Rail Service
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don't cut service on the 42 and 43!! I take it all the time all the way from Mt. Pleasant to the Kennedy Center! It?s my favorite bus route! I need the G2 bus in order to get to work everyday! Shared scooter (and bike) rental companies are negatively impacting metro ridership. I never see this discussed in the press. Tax these companies! You can't eliminate the G2! That is a huge way that people get to Georgetown which has no metro stop! That is a crazy suggestion! Consistent service will trump everything else. The G2 is the only way I can access my place of employment (Georgetown). This is an absolutely vital service line. Decreasing service creates a cycle where fewer people can take the metro & creating less demand. Increasing reliable & affordable service allows people to rely on public transit We have several household employees and a nearby hospital (Georgetown University Hospital) that rely on public transportation. The D2 and D6 are crucial to our community. I would vastly prefer fare increases with enough notice - especially for those who use a monthly unlimited pass with SmartBenefits. I feel like I can't say much about the bus routes now but I will be moving to an area where I will most likely use buses more to get to Metrorail stations (around	Bus Service
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don't cut service on the 42 and 4311 take it all the time all the way from Mt. Pleasant to the Kennedy Center! It?s my favorite bus route! I need the G2 bus in order to get to work everyday! Shared scooter (and bike) rental companies are negatively impacting metro ridership. I never see this discussed in the press. Tax these companies! You can't eliminate the G2! That is a huge way that people get to Georgetown which has no metro stop! That is a crazy suggestion! Consistent service will trump everything else. The G2 is the only way I can access my place of employment (Georgetown). This is an absolutely vital service line. Decreasing service creates a cycle where fewer people can take the metro & creating less demand. Increasing reliable & affordable service allows people to rely on public transit We have several household employees and a nearby hospital (Georgetown University Hospital) that rely on public transportation. The D2 and D6 are crucial to our community. I would vastly prefer fare increases with enough notice - especially for those who use a monthly unlimited pass with SmartBenefits. I feel like I can't say much about the bus routes now but I will be	Bus Service Bus Service Bus Service Bus Service Rail Service Rail Service Rail Service
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don't cut service on the 42 and 4311 take it all the time all the way from Mt. Pleasant to the Kennedy Centerl It?s my favorite bus route! I need the G2 bus in order to get to work everyday! Shared scooter (and bike) rental companies are negatively impacting metro ridership. I never see this discussed in the press. Tax these companies! You can't eliminate the G2! That is a huge way that people get to Georgetown which has no metro stop! That is a crazy suggestion! Consistent service will trump everything else. The G2 is the only way I can access my place of employment (Georgetown). This is an absolutely vital service line. Decreasing service creates a cycle where fewer people can take the metro & creating less demand. Increasing reliable & affordable service allows people to rely on public transit We have several household employees and a nearby hospital (Georgetown University Hospital) that rely on public transportation. The D2 and D6 are crucial to our community. I would vastly prefer fare increases with enough notice - especially for those who use a monthly unlimited pass with SmartBenefits. I feel like I can't say much about the bus routes now but I will be moving to an area where I will most likely use buses more to get to Metrorail stations (around Alexandria, King St, Van Dorn) but I'm not sure of what routes	Bus Service
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don't cut service on the 42 and 4311 take it all the time all the way from Mt. Pleasant to the Kennedy Centerl It?s my favorite bus route! I need the G2 bus in order to get to work everyday! Shared scooter (and bike) rental companies are negatively impacting metro ridership. I never see this discussed in the press. Tax these companies! You can't eliminate the G21 That is a huge way that people get to Georgetown which has no metro stop! That is a crazy suggestion! Consistent service will trump everything else. The G2 is the only way I can access my place of employment (Georgetown). This is an absolutely vital service line. Decreasing service creates a cycle where fewer people can take the metro & creating less demand. Increasing reliable & affordable service allows people to rely on public transit We have serveral household employees and a nearby hospital (Georgetown University Hospital) that rely on public transportation. The D2 and D6 are crucial to our community. I would vastly prefer fare increases with enough notice - especially for those who use a monthly unlimited pass with SmartBenefits. I feel like I can't say much about the bus routes now but I will be moving to an area where I will most likely use buses more to get to Metrorail stations (around Alexandria, King St, Van Dorn) but I'm not sure of what routes Please don't eliminate the G2 route Many of the Metrobus lines with proposed changes (or cuts) are ones I use frequently. DC is a metro friendly/walkable city - but if these changes are implemented you will be stranding folks. Please do not	Bus Service Bus Se
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don't cut service on the 42 and 4311 take it all the time all the way from Mt. Pleasant to the Kennedy Centerl It?s my favorite bus route! I need the G2 bus in order to get to work everyday! Shared scooter (and bike) rental companies are negatively impacting metro ridership. I never see this discussed in the press. Tax these companies! You can't eliminate the G2 IThat is a huge way that people get to Georgetown which has no metro stop! That is a crazy suggestion! Consistent service will trump everything else. The G2 is the only way I can access my place of employment (Georgetown). This is an absolutely vital service line. Decreasing service creates a cycle where fewer people can take the metro & creating less demand. Increasing reliable & affordable service allows people to rely on public transit We have several household employees and a nearby hospital (Georgetown University Hospital) that rely on public transportation. The D2 and D6 are crucial to our community. I would vastly prefer fare increases with enough notice - especially for those who use a monthly unlimited pass with SmartBenefits. I feel like I can't say much about the bus routes now but I will be moving to an area where I will most likely use buses more to get to Metrorail stations (around Alexandria, King St, Van Dorn) but I'm not sure of what routes Please don't eliminate the G2 route Many of the Metrobus lines with proposed changes (or cuts) are ones I use frequently. DC is a metro friendly/walkable city - but if these changes are implemented you will be stranding folks. Please do not eliminate services.	Bus Service
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don't cut service on the 42 and 4311 take it all the time all the way from Mt. Pleasant to the Kennedy Centerl It?s my favorite bus route! I need the G2 bus in order to get to work everyday! Shared scooter (and bike) rental companies are negatively impacting metro ridership. I never see this discussed in the press. Tax these companies! You can't eliminate the G2 IThat is a huge way that people get to Georgetown which has no metro stop! That is a crazy suggestion! Consistent service will trump everything else. The G2 is the only way I can access my place of employment (Georgetown). This is an absolutely vital service line. Decreasing service creates a cycle where fewer people can take the metro & creating less demand. Increasing reliable & affordable service allows people to rely on public transit We have several household employees and a nearby hospital (Georgetown University Hospital) that rely on public transportation. The D2 and D6 are crucial to our community. I would vastly prefer fare increases with enough notice - especially for those who use a monthly unlimited pass with SmartBenefits. I feel like I can't say much about the bus routes now but I will be moving to an area where I will most likely use buses more to get to Metrorail stations (around Alexandria, King St, Van Dorn) but I'm not sure of what routes Please don't eliminate the G2 route Many of the Metrobus lines with proposed changes (or cuts) are ones I use frequently. DC is a metro friendly/walkable city - but if these changes are implemented you will be stranding folks. Please don ot eliminate services. It's already hard enough to commute into DC without the proposed service cuts. We get that funding is	Bus Service Bus Se
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don't cut service on the 42 and 4311 take it all the time all the way from Mt. Pleasant to the Kennedy Centerl It?s my favorite bus route! Ineed the G2 bus in order to get to work everyday! Shared scooter (and bike) rental companies are negatively impacting metro ridership. I never see this discussed in the press. Tax these companies! You can?t eliminate the G2! That is a huge way that people get to Georgetown which has no metro stop! That is a crazy suggestion! Consistent service will trump everything else. The G2 is the only way I can access my place of employment (Georgetown). This is an absolutely vital service line. Decreasing service creates a cycle where fewer people can take the metro & creating less demand. Increasing reliable & affordable service allows people to rely on public transit We have several household employees and a nearby hospital (Georgetown University Hospital) that rely on public transportation. The D2 and D6 are crucial to our community. I would vastly prefer fare increases with enough notice - especially for those who use a monthly unlimited pass with SmartBenefits. I feel like I can't say much about the bus routes now but I will be moving to an area where I will most likely use buses more to get to Metrorail stations (around Alexandria, King St, Van Dorn) but I'm not sure of what routes Please don't eliminate the G2 route Many of the Metrobus lines with proposed changes (or cuts) are ones I use frequently. DC is a metro friendly/walkable city - but if these changes are implemented you will be stranding folks. Please do not eliminate services. It's already hard enough to commute into DC without the proposed service cuts. We get that funding is necessary from DMV government partners, but cutting service on lines necessary for DC employees to	Bus Service Bus Se
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don't cut service on the 42 and 4311 take it all the time all the way from Mt. Pleasant to the Kennedy Centerl It?s my favorite bus route! I need the G2 bus in order to get to work everyday! Shared scooter (and bike) rental companies are negatively impacting metro ridership. I never see this discussed in the press. Tax these companies! You can't eliminate the G2 IThat is a huge way that people get to Georgetown which has no metro stop! That is a crazy suggestion! Consistent service will trump everything else. The G2 is the only way I can access my place of employment (Georgetown). This is an absolutely vital service line. Decreasing service creates a cycle where fewer people can take the metro & creating less demand. Increasing reliable & affordable service allows people to rely on public transit We have several household employees and a nearby hospital (Georgetown University Hospital) that rely on public transportation. The D2 and D6 are crucial to our community. I would vastly prefer fare increases with enough notice - especially for those who use a monthly unlimited pass with SmartBenefits. I feel like I can't say much about the bus routes now but I will be moving to an area where I will most likely use buses more to get to Metrorail stations (around Alexandria, King St, Van Dorn) but I'm not sure of what routes Please don't eliminate the G2 route Many of the Metrobus lines with proposed changes (or cuts) are ones I use frequently. DC is a metro friendly/walkable city - but if these changes are implemented you will be stranding folks. Please don ot eliminate services. It's already hard enough to commute into DC without the proposed service cuts. We get that funding is	Bus Service Bus Se
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don't cut service on the 42 and 43!1 take it all the time all the way from Mt. Pleasant to the Kennedy Centerl It?s my favorite bus route! I need the G2 bus in order to get to work everyday! Shared scooter (and bike) rental companies are negatively impacting metro ridership. I never see this discussed in the press. Tax these companies! You can?t eliminate the G2! That is a huge way that people get to Georgetown which has no metro stop! That is a crazy suggestion! Consistent service will trump everything else. The G2 is the only way I can access my place of employment (Georgetown). This is an absolutely vital service line. Decreasing service creates a cycle where fewer people can take the metro & creating less demand. Increasing reliable & affordable service allows people to rely on public transit We have several household employees and a nearby hospital (Georgetown University Hospital) that rely on public transportation. The D2 and D6 are crucial to our community. I would vastly prefer fare increases with enough notice - especially for those who use a monthly unlimited pass with SmartBenefits. I Feel like I can't say much about the bus routes now but I will be moving to an area where I will most likely use buses more to get to Metrorail stations (around Alexandria, King St, Van Dorn) but I'm not sure of what routes Please don't teliminate the G2 route Many of the Metrobus lines with proposed changes (or cuts) are ones I use frequently. DC is a metro friendly/walkable city - but if these changes are implemented you will be stranding folks. Please do not eliminate services. It's already hard enough to commute into DC without the proposed service cuts. We get that funding is necessary from DMV government partners, but cutting service on lines necessary for DC employees to commute into DC isn't it! cut weekends & late night before weekday commute, please! We need the M4 route to continue service for the	Bus Service Bus Se
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don't cut service on the 42 and 4311 take it all the time all the way from Mt. Pleasant to the Kennedy Centerl It?s my favorite bus route! I need the G2 bus in order to get to work everyday! Shared scooter (and bike) rental companies are negatively impacting metro ridership. I never see this discussed in the press. Tax these companies! You can't eliminate the G21 That is a huge way that people get to Georgetown which has no metro stop! That is a crazy suggestion! Consistent service will trump everything else. The G2 is the only way I can access my place of employment (Georgetown). This is an absolutely vital service line. Decreasing service creates a cycle where fewer people can take the metro & creating less demand. Increasing reliable & affordable service allows people to rely on public transit We have serveral household employees and a nearby hospital (Georgetown). University Hospital) that rely on public transportation. The D2 and D6 are crucial to our community. I would vastly prefer fare increases with enough notice - especially for those who use a monthly unlimited pass with SmartBenefits. I feel like I can't say much about the bus routes now but I will be moving to an area where I will most likely use buses more to get to Metrorail stations (around Alexandria, King St, Van Dorn) but I'm not sure of what routes Please don't eliminate the G2 route Many of the Metrobus lines with proposed changes (or cuts) are ones I use frequently. DC is a metro friendly/walkable city - but if these changes are implemented you will be stranding folks. Please do not eliminate services. It's already hard enough to commute into DC without the proposed service cuts. We get that funding is necessary from DMV government partners, but cutting service on lines necessary for DC employees to commute into DC isn't it! cut weekends & late night before weekday commute, please! We need the M4 route to continue service for t	Bus Service Bus Se
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don't cut service on the 42 and 4311 take it all the time all the way from Mt. Pleasant to the Kennedy Centerl It?s my favorite bus route! I need the G2 bus in order to get to work everyday! Shared scooter (and bike) rental companies are negatively impacting metro ridership. I never see this discussed in the press. Tax these companies! You can't eliminate the G2! That is a huge way that people get to Georgetown which has no metro stop! That is a crazy suggestion! Consistent service will trump everything else. The G2 is the only way I can access my place of employment (Georgetown). This is an absolutely vital service line. Decreasing service creates a cycle where fewer people can take the metro & creating less demand. Increasing reliable & affordable service allows people to rely on public transit We have several household employees and a nearby hospital (Georgetown University Hospital) that rely on public transportation. The D2 and D6 are crucial to our community. I would vastly prefer fare increases with enough notice - especially for those who use a monthly unlimited pass with SmartBenefits. I feel like I can't say much about the bus routes now but I will be moving to an area where I will most likely use buses more to get to Metrorail stations (around Alexandria, King St, Van Dorn) but I'm not sure of what routes Please don't eliminate the G2 route Many of the Metrobus lines with proposed changes (or cuts) are ones I use frequently. DC is a metro friendly/walkable city - but if these changes are implemented you will be stranding folks. Please do not eliminate services. It's already hard enough to commute into DC without the proposed service cuts. We get that funding is necessary from DMV government partners, but cutting service on lines necessary for DC employees to commute into DC isn't it! cut weekends & late night before weekday commute, please! We need the M4 route to continue service for the	Bus Service Bus Se
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don't cut service on the 42 and 4311 take it all the time all the way from Mt. Pleasant to the Kennedy Centerl It?s my favorite bus route! I need the G2 bus in order to get to work everyday! Shared scooter (and bike) rental companies are negatively impacting metro ridership. I never see this discussed in the press. Tax these companies! You can?t eliminate the G21 That is a huge way that people get to Georgetown which has no metro stop! That is a crazy suggestion! Consistent service will trump everything else. The G2 is the only way I can access my place of employment (Georgetown). This is an absolutely vital service line. Decreasing service creates a cycle where fewer people can take the metro & creating less demand. Increasing reliable & affordable service allows people to rely on public transit We have several household employees and a nearby hospital (Georgetown University Hospital) that rely on public transportation. The D2 and D6 are crucial to our community. I would vastly prefer fare increases with enough notice - especially for those who use a monthly unlimited pass with SmartBenefits. I feel like I can't say much about the bus routes now but I will be moving to an area where I will most likely use buses more to get to Metrorail stations (around Alexandria, King St, Van Dorn) but I'm not sure of what routes Please don't eliminate the G2 route Many of the Metrobus lines with proposed changes (or cuts) are ones I use frequently. DC is a metro friendly/walkable city - but if these changes are implemented you will be stranding folks. Please don to eliminate services. It's already hard enough to commute into DC without the proposed service cuts. We get that funding is necessary from DMV government partners, but cutting service on lines necessary for DC employees to commute into DC isn't it! cut weekends & late night before weekday commute, please! We need the M4 route to continue service for the	Bus Service
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don't cut service on the 42 and 4311 take it all the time all the way from Mt. Pleasant to the Kennedy Centerl It?s my favorite bus route! Ineed the G2 bus in order to get to work everyday! Shared scooter (and bike) rental companies are negatively impacting metro ridership. I never see this discussed in the press. Tax these companies! You can?t eliminate the G21 That is a huge way that people get to Georgetown which has no metro stop! That is a crazy suggestion! Consistent service will trump everything else. The G2 is the only way I can access my place of employment (Georgetown). This is an absolutely vital service line. Decreasing service creates a cycle where fewer people can take the metro & creating less demand. Increasing reliable & affordable service allows people to rely on public transit We have several household employees and a nearby hospital (Georgetown University Hospital) that rely on public transportation. The D2 and D6 are crucial to our community. I would vastly prefer fare increases with enough notice - especially for those who use a monthly unlimited pass with SmartBenefits. I feel like I can't say much about the bus routes now but I will be moving to an area where I will most likely use buses more to get to Metrorail stations (around Alexandria, King St, Van Dorn) but I'm not sure of what routes Please don't eliminate the G2 route Many of the Metrobus lines with proposed changes (or cuts) are ones I use frequently. DC is a metro friendly/walkable city - but if these changes are implemented you will be stranding folks. Please don ot eliminate services. It's already hard enough to commute into DC without the proposed service cuts. We get that funding is necessary from DMV government partners, but cutting service on lines necessary for DC employees to commute into DC isn't it! cut weekends & late night before weekday commute, please! We need the M4 route to continue service for the s	Bus Service Bus Se
of gas, increase in tax to pay for roads and repairs and risk of killing people. Please don?t cut service on the 42 and 43!! I take it all the time all the way from Mt. Pleasant to the Kennedy Center! It?s my favorite bus route! I need the G2 bus in order to get to work everyday! Shared scooter (and bike) rental companies are negatively impacting metro ridership. I never see this discussed in the press. Tax these companies! You can?t eliminate the G2! That is a huge way that people get to Georgetown which has no metro stop! That is a crazy suggestion! Consistent service will trump everything else. The G2 is the only way I can access my place of employment (Georgetown). This is an absolutely vital service line. Decreasing service creates a cycle where fewer people can take the metro & creating less demand. Increasing reliable & affordable service allows people to rely on public transit We have several household employees and a nearby hospital (Georgetown University Hospital) that rely on public transportation. The D2 and D6 are crucial to our community. I would vastly prefer fare increases with enough notice - especially for those who use a monthly unlimited pass with SmartBenefits. I feel like I can't say much about the bus routes now but I will be moving to an area where I will most likely use buses more to get to Metrorail stations (around Alexandria, King St, Van Dorn) but I'm not sure of what routes Please don't eliminate the G2 route Many of the Metrobus lines with proposed changes (or cuts) are ones I use frequently. DC is a metro friendly/walkable city - but if these changes are implemented you will be stranding folks. Please do not eliminate services. It's already hard enough to commute into DC without the proposed service cuts. We get that funding is necessary form DMV government partners, but cutting service on lines necessary for DC employees to commute into DC in't it! cut weekends & late night before weekday commute, please! We need the M4 route to continue service for the	Bus Service Bus Se

Controls of the server o		
Resource contractions of access of a state of a system in my whore and spectry out of the system in this is sequent on the system in the system is the system in the system is the system in the system in the system in the system is the system in the system is the system is the system in the system is the system in the system is	Comment	Category
independenceMariakanindepende		
daring in or the GL bound in t		A 4-1 A
Elimination status E. D. 50 Market and status proves acces in a set on denominant of Geograms In further denomination of access in a set on denomination of Geograms Market and status access in a set on denomination of Geograms In further denomination of Ceoperation of Geograms Market access in the present of the set on the control of a set on the control of the set on the set		
University product density of a park transportation of a park transport of a DA and AND AND AND AND AND AND AND AND		DUS JEI VILE
Intel in Cognition and we on addit to tengotion to get manual. Whiten the D, Op and D2 besits in the served to time provide a to the order of tengotion, required by the tengotion to tengotion. The recence budget in the tencores stopped that the served to time provide a time were set to the tengotion to tengotion. The recence budget in the tencores stopped that the served to tente tencore budget stopped to tengotion. The recence budget in the served is served to tenge the tengotion tengotion. The recence budget in the served is served to tenge the tengence tengence tengence budget in the served is served to tenge the tengence tengence tengence budget in the served is served to the served is stores to tengence tengence budget in the served is served to the served is stores to tengence tengence tengence budget in the served is served to the served is stores to tengence tengence budget in the served is served to the served is stores to tenge tengence tengence budget in the served is served to the served is stores to tengence tengence tengence budget is served to the served is stores is the proved is the served is the served tengence tengence tengence budget is served to the served is stores is the proved is the served tengence tengence tengence budget is served to the served is stores is the proved is the served tengence tengence tengence budget is the served tengence tengence tengence budget is the served is the served is the served tengence tengence tengence budget is the served is the served is the served is the served tengence tengence budget is the served is the served is the served is the served tengence tengence tengence budget is the served is the served is the served is the served is the served tengence budget is the served is the served is the served is the served is the served tengence budget is the served is the served is the served is the served is the served tengence budget is the served is the s		Bus Service
backs, my sound is a lander all Murtable contencies to a rank out of disagenes of phagenes is a land of the interport of the only have only have of the interport of the only have only have of the interport of the only have only have of the interport of the only have only have of the interport of the only have only have only only of the interport of the only have only only of the interport of the only have only only of the interport of the only have only on the interport of the only have only only of the interport of the only have only only of the interport of the only have only only of the interport of the only have only only of the interport of the of the interporthave of the interport of the interport of the interport of the i		
banck burder für entertagen i an understand elimining om er prefage inkol the ran and under träge int jär bleiter träck störppinger träge intertagen i träge bleiter träck störppinger träge intertagen i träge bleiter träck störppinger träge intertagen i träge bleiter träge bleiter träge bleiter träge bleiter träge träge intertagen i träge bleiter träg		
bit he needed unique start of all the servers napped periodic for including in the start than the doorway bugget the breaker, the creaker bugget as the there in the one of the set of the s		
Intercedups in a bister. Inthe doomsky baget part of the sectors. Sectors Intercedups in the biss. Sectors		Bus Service
men bande horder with VA, and CF order has per adjent wave outs. Service Transmission in Service Advancement of Service Transmission I Service Advancement of Service Transmission I Service Advancement of Service Advancemento Service Advancement of Service Advancement of Service Advance		
Bonch and the six interin Coopponent inced toose a list. Bar Anote Final Action of the increasing too a list of the other and the other action is the other action of the increasing too a list of the increasing to a list of the increasing too a list of the increasin list of the increasing too a list of the increasing	more funding from MD, VA, and DC to close the gap and prevent service cuts.	Operating Budget, Management and Spending
in fun for access place information access plate access plat of out have motion of a later with day. In age areas of instrumes DC. I may make a later with day. In age areas of instrumes DC. I may make a later with a later with day. In age areas of instrumes DC. I may make a later with a lat	no increases in fare please.	Fares/Fees/Parking
Elimination per routes to are so that out have metto and actions to interface loss of accessibility of the period. Example and interface loss of accessibility of the period. Data of adds the services through perpensions. Thesa are the only ways of of the black and services of the period. Example adds the accessibility of the period. Data of adds the services through perpensions. Thesa are the only ways of of the black and services of the period. Example adds the accessibility of the period. Data of adds the services through perpensions. The period way ways adds to the only the period. Example adds the accessibility of the period. Data of adds the services are out of the builty the rough adds the out of the builty the rough adds	Don?t cut the bus lines in Georgetown. I need those a lot.	
https://www.inter.edu/sites/inter.edu/s		Fares/Fees/Parking
Do not able survices through progregations. Russes are allowed by the subble has an entire integrate transportation and if the bables that way. The G 2 and 05 MUX1 stay is used to be the compare that way the G 2 and 05 MUX1 stay is used to be the compare that way the G 2 and 05 MUX1 stay is used to be the compare that way the G 2 and 05 MUX1 stay is used to be the compare that way the G 2 and 05 MUX1 stay is used to be the compare that way the G 2 and 05 MUX1 stay is used to be the compare that way the G 2 and 05 MUX1 stay is used to be the compare that way the G 2 and 05 MUX1 stay is used to be the compare that way the G 2 and 05 MUX1 stay is used to be the compare that way the G 2 and 05 MUX1 stay is used to be the compare that way the G 2 and 05 MUX1 stay is used to be the compare that way the G 2 and 05 MUX1 stay is used to be the compare that way the G 2 and 05 MUX1 stay is used to be the compare that way the G 2 and 05 MUX1 stay is used to be compare that way the G 2 and 05 MUX1 stay is used to be compare that way the G 2 and 05 MUX1 stay is used to be compare that way the G 2 and 05 MUX1 stay is used to be compare that way the G 2 and 05 MUX1 stay is used to be compare that way the G 2 and 05 MUX1 stay is used to be compare that way the G 2 and 05 MUX1 stay is used to be compare that way the G 2 and 05 MUX1 stay is used to be compare that way the G 2 and 05 MUX1 stay is used to be compare that way the G 2 and 05 MUX1 stay is used to be compare that way the G 2 and 05 MUX1 stay is used to be compare that way the G 2 and 05 MUX1 stay is used to be compare that way the G 2 and 05 MUX1 stay is used to be compare that way the G 2 and 05 MUX1 stay is used to be compare that way the G 2 and 05 MUX1 stay is used to be compare that way the G 2 and 05 MUX1 stay is used to be compare that way the G 2 and 05 MUX1 stay is used to be compare that way the G 2 and 05 MUX1 stay is used to be compare that way the G 2 and 05 MUX1 stay is used to be compare that way the fore that way the fore that way		
Integra for group to under the besit of a cost of a data when In C. a gene BUST and to Under Sub		Bus Service
load even from income moment propried transportation out of the builder that ways. The 62 and 06 MUCT tark, load even from income moment propried transportation of the builder that ways. The 62 and 06 MUCT tark, load even from income the builder transportation. This is a four fraget and engaget the commut. Note that statusting from. There provide whole scale and or farfie and longers the commut. Note that statusting from the provide whole scale and or farfie and longers the commut. Note that the farfield of the scale and the scale and or farfie and longers the commut. Note that the farfield of the scale and the scale and the farfield of the scale and the scale		
Use of paints transportation should be encouraged. The only should increase paring paints and paints with should increase paring paints and paints with should increase paring with antialed. This is do a death in the source with the source		Dis Casalian
website who startange fines. These private websites use a lot of traffs and elogies the commun. Base Network of pools website and the network of the start of th		Bus Service
Abs details for people with disabilitie are not being proper maintained. This dit to ade this mainterpresent and the only ways available to reach the concentration of the only ways available to reach the concentration of the only ways available to reach the concentration of the only ways available to reach the concentration of the only ways available to reach the concentration of the only ways available to reach the concentration of the only ways available to reach the only ways available to reach the concentration of the only ways available to reach the concentration of the only ways available to reach the concentration of the only ways available to reach the only ways availab		
Database Teac/Pec/Parking For QD, Dur DD bases are ort of the only ways available to reach the Gengetwork/Jurioth/Pailade/(Discore hark seighborhoods). Kit startening terker/Mailel School, Morthar ing School on yold web dotion termetary, key Itemetary, seivel starte aller terker/Mailel School, Morthar ing School on yold web dotion terker, web Itemetary, key Itemetary, seivel startening terker/Mailel School, Morthar ing School on yold web dotion terker, web Itemetary is the school on yold web web school of the school on yold web dotion terker web dotion terker web school on yold web dotion terker web school on yold web dotion terker web school on yold web dotion terker web doti web school and web web dotion terker web dotion terker web dotion terker web dotien terke web dotien terker web dotien terker web dotien ter		
The G2, D6, and D2 bases are on the only ways available to reach the consequence wall water high shool, and high Addison Elementar, Key Elementar, as wall as the high Eff Recretation elementar with apportments at Elever to school. These bases are also elever all concetors for patients with apportments at Elever to school. These bases are also elever all concetors for patients with apportments at Elever to school. These bases are also elever all concetors for patients with apportments at Elever to school. These bases are also elever all concetors for patients with apportments at Elever to school. These bases are also elever all concetors for patients with apportments at Elever to school. These bases are also elever all concetors for patients with apportments at Elever to all structures and and were as earsential aways as essential aways on tables. These de not concetors the were have all structures and a base the to all structures and and and and the concetors in the school abladed there extruce on sid 31 KE funded that is the funder of elever have all and and there extruces and 31 KE funded that is the school abladed there extruces on sid 31 KE funded that is the funder and and there extruces on sid 31 KE funded that is the school abladed there extruces and 31 KE funded that is the school abladed there extruces and a base the patient free to reach there extructures and a base the school abladed there extruces and a base the patient free to reach there extructures and and there extructures and a base the school abladed there extructures and a base the school abladed there extructures and and there extructures and a base the school abladed there extructures and and and there extructures and and and there extructures and and and there extructures and there extructures and and there extructures and there extruc		Fares/Fees/Parking
Geogetany/Suretify/Paineder/Sureter Pain negleotomeds. Kis attending tarday Middle school, Arburar Mg Sondar wide Addies Internary, sey ell area Middle Recretation Center affecare programs, among others, rely on the basiss to get to school. These basiss are basis event at context on the patients with apparent interaction to tappid and Stephy Suppid and without three, we would see an appie increase in traffic and paring issue throughout. These basies are basis exercised wesp apped get to and from own Neared and Stephy Suppid and without three, we would see an appendix increase in traffic and paring issue throughout. These basies are basis even through and there on the school of Step Funded and see secretary wesp apped get to and from own Neared and Stephy Suppid and wesp apped to the school of Step Funded and and and there on the school of Step Funded and wesp apped to the school of Step Funded and see secretary wesp apped get to and from own Neared and Stephy and will cause are also get with insplate an anetic get to school are being propond for elimination. This is difficult for the people who rely on the bas for work, of an after regular office hours, as well as an all west consider the people who rely on the bas for work, of an after regular office hours, as well as an all west consider the people who rely on the bas for work, of an after regular office hours, as well as an all west consider the people who rely on the bas for work, of the after regular office hours, as well as an all west consider the people who rely on the bas for work, of the after regular office hours, as well as an all west consider the school for the west for work weeder in advection and west for all divertary and all west for advection and the school for the school for the west for the school for the school for the		······································
Multipuis pland, and hyde Addison Beremitary, axy glamematary, axy g		
Cater a finance program, among others, rely on the busses to get to school. These busses are also windout them, we would see an appir process in taff and parking issues trongbout. These busses allow or affaining to go to be similation massem, the enal activities down without draining, and serve as sessential ways people get to and from work. Please do not cit these vital busses to cachell draining and serve as sessential ways people get to and from work. Please do not cit these vital busses to cachell draining and serve as sessential ways people get to and from work. Please do not cit these vital busses to cachell draining to go to be similario manogene get to the serve as busses were a log cit with interpresential and the cent serve and bit NF funded III. Bit Service Varia a log cit with profition a note of people work and a base process to serve as search and whole neighborhoods that will have no other people or provide of relimination. This NOT FLKSMLs. Bit Service Consider the people work and have people error work. Bit Service Bit Service Consider the people work and have people error work. Bit Service Bit Service Consider the people work and have base people error work. Bit Service Bit Service Consider the people work and have people error people error work. Bit Service Bit Service Consider the people work and have people error work and beset to be selvice and the service as easy work and the service as easy work and the to be service as easy work and the service as easy work and the service as easy work and the service as easy work and thave the set people as easy work and the service as easy work and t		
esential connectors for patients with appointments. I decorption hospital and Siley Hospital Biol Service A control of the sentihese patient and sile service A control metal bases at Bus Service A control of the sentihese patient and service A setting Hospital Hundreds of I would like to see the Home Siley and for work of the setting Hundreds of I would like to see the Home Siley and the setting Hundreds of I would like to see the Home Siley and Hospital Hundreds of I would like to see the Home Siley and Hospital Hundreds of I would like to see the Home Siley and Hundred Siley funded! I would like to see the Home Siley and Hundred Siley funded! I would like to see the Home Siley and Hundred Siley funded! I would like to see the Home Siley and Hundred Siley an		
alca alow or families to go to the sunthonian nucuum, the mail, activities downtow withou or families to go to the suntholowal perspective activities withou the sub tabues and the we vala bues or without or families to go to the suntholowal perspective activities and the we vala bues or without or families and the suntholowal perspective activities and the suntholowal perspective activitities and the suntholowal perspective activities and the suntholo		
advance are seemed awaye proof get to and from work. Piese do not ot these via busses function and elimitation and provides and and the seemed and the set of the se		
You can P eliminate public transport in Georgetown. This is a discriminatory policy! Hundreds of bus Service Bus Service I voudbil fiels to see the Noma Gallaudet Metro entrance on 3d St NE funded! Ball Service We are a big dy with mightlife, an end og set work, and a healthy tourist industry. Cutting routes, entransport in Georgetown. Bus Service Christel Lab. Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Bus Bervice Autory Office via drive public transportation. Reing able to easy reach Duppt Grice and the service Autory office via drive public transportation. Reing able to easy reach Duppt Grice and the service Autory and the transportation. Bus Service Form ore than 2. Bus Service Voud Station manager ment when they said to use the gate. Bus Service <td< td=""><td>also allow our families to go to the smithsonian museums, the mall, activities downtown without</td><td></td></td<>	also allow our families to go to the smithsonian museums, the mall, activities downtown without	
students rey on it daily. Use let be home a Galaused Metro entrance on 3rd S NE funded Ve are a big city with nightlife, a need to get to work, and a healthy tourist industry. Cutting routes, the between burly and a rink and of the entropies on 3rd S NE funded Ve are a big city with nightlife, a need to get to work, and a healthy tourist industry. Cutting routes, the states on barly at annot an other barls state on a dist on the state on the state on the work. Use Service Consider the people who rely on the bus for work, often after regular office hours, as well as rail strike Consider the people who rely on the bus for work, often after regular office hours, as well as rails strike consider the people who rely on the bus for work, often after regular office hours, as well as rails strike consider the people who rely on the bus for work is on anywhere. To people that continues Consider the people are paying the Metro fars instead of jumping over the gates. The 2 is a fifteline to the rest of the city for Giover Park residents. Without a rail rely CE and and have wonderful abertures all over the city leads anywhere. The 2 is a fifteline to the rest of the city for Giover Park residents. Without a rail rely CE and the set is any the approach that the parks the strike and the any to people that continues tha		Bus Service
invoid like is use the korns a calluder, Metro entrance on 3 of S. NE funded! Rall Service ware a bag city with inplifitio, a end ge to tow k, and a healthy toxic influority. Cutting outset, funders to the soft inplicity and set of the soft inplicity. Surprised of the soft inplicity in the soft inplicity inplicity. Surprised for the soft inplicity. Surprised for the sof		
We are a big city with highlife, a need to get to work, and a healthy tourist induity. Cutting routes, indership to diminish further, especially as more people return to work. The cuts are drastical annot, and the explosion of the poples in the pople of the pople in the pople of the register of student use to get to schools are being proposed for elimination. This is NOT EXSIBLE. Consider the people who rely on the bus for work, often after regular office hours, as well as rail service on weekends to bring people to the capital for ertertainment and events that continues! Need to take better care in making sure people are paying the Metro fares instead of jumping over the gates. The 2 is a filterine to the rest of the city for Glover Park residents. Without it, I personally would how to able to reach my office via direct public transportation. Big able to easily reach bugs of Line is all that continues! We not take better care in making sure people are paying the Metro fares instead of jumping over the gates. The 2 is a lifeline to the rest of the city for Glover Park residents. Without it, I personally would mot be able to reach my office via direct public transportation. Big able to easily reach bugs of Line is alimitated. We not sub the croker strain makings remained are unstole as a site method bus service for more than 25 were the Vigna Netrobus Routs A hours that the the bus service for more than 25 were the Vigna Netrobus Routs A hours (A hours a Line H to Bus service for more than 25 were the Vigna Netrobus Routs A hours A hours and therib bus service for more than 25 were the Vigna Netrobus Routs A hours A hours and therib bus service for more than 25 were the Vigna Netrobus Routs A hours and therib bus service for more than 25 were the Vigna Netrobus Routs A hours and therib bus service for more than 25 were the Vigna Netrobus Routs A hours and therib bus service for more than 25 were the Vigna Netrobus Routs A hours the pay thout as a netrobushout a Line A therib and I ching A		
time between buy/ral arroy, and other cuts will hurt the DMV is mutple ways and will case bus Service time between buy/ral arroy, and other cuts will hurt the DMV is mutple ways and will case bus Service Chrick Lub us lines for student us to get to schools are being proposed for elimination. This is Not the Service bus Service Consider the people who rely on the bus for vork, often after regular offic hours, as well as ral sub service bus Service Consider the people who rely on the bus for vork, often after regular offic hours, as well as ral sub service bus Service Consider the people who rely on the buss. We have found that the buss take us almost anywhere. Houg bus Service Maryland (thanks mostly to the buss. We have found that the buss take us almost anywhere. Houg bus Service Need to take better care in making sure people rap aying the Mchout II, personally would not be also to the oth for Gole Park regiders. Without II, personally would not be also to the oth for Gole Park regiders. Without II, personally would not be also to the oth for Gole Park regiders. Without II, personally mould not be get and the othy bus makes this neighborhood livealie without as and the other service (the cut week intervice) with the or sen on the service intervice in the the service in		Rail Service
indensity to diminish further, especially as more people return to work. Bus Service CATICAL, bus lines for student use to get to schools are being proposed for elimination. Bus Service Consider the people who rely on the bus for work, often after regular office hours, as vet as rail service Bus Service Consider the people who rely on the bus for work, often after regular office hours, as vet as rail service Bus Service Consider the people who rely on the bus for work, often after regular office hours, as vet as rail service Bus Service Consider the people who rely on the bus for work, often after regular office hours, as vet as rail service Bus Service Consider the people who rely on the bus for work, often after regular office hours, as vet as rail service Bus Service Vector task better care in maing sure people are paying the Metro fares instead of jumping over the gets. Bus Service Bale to reach my office via circl public transportation. Being able to easily reach togot Circle and the rest of the city for Glowe Park residents. Bus Service Bars Hore tow Wingsite Affice tow and the end with the or steam of the same tow as the steam is an advect tow be steam work who as a car. If the D is is service in main agree many when the yaid to use the agree. Bus Service Bars Hore tow Wingsite Affice tow and the end the work of the as pool dies. They seem to just it there almost all the time, bus main agree many when they aid to use of the avect with the more seem tow sint reac		
The cuts are drastic and impact whole neighborhoods that will have no other options. In addition, CMTICAL bus lines for student use to get to schools are being proposed for elimination. This is the EASIBLE. Consider the people whor rely on the bus for work, often after regular office hours, as well as rail service on weekends to bring people to the capital for entertainment and events. I on't drive (disality), but my S-yeer old and I have wonderful adventures all over the city (and Maryland) thanks mostly to the buss. We have found that the buses take us almost anywhere. I hope that continues! Need to take better care in making sure people are paying the Metro fares instead of jumping over the gates. The D2 is a lifeline to the rest of the city for Glover Park residents. Without it, I personally would not be able to reach my office via direct public transportation. Being able to assily reach Dupge Crited and the rest of the city by bus makes this neighborhood liveable without a car. If the D2 line is eliminated, city limg will become much more difficult for Glover Park residents. Uning will become much more difficult for Glover Park residents. Use were the Vigniha Metrobus Routes Alone - Fairfark County has had turrible Bus Service for more than 25 years. Ut bink cuting station manager mem, then yeait to use the atter and the time, and the only time veer interacted with them or sen on these rister att with them they are incerdibly rude. Once withesed a station manager enser then they aid to use the gate. Rail Service ANY cuts to the 42/43 line frequency and D6 would be particularly panful for me and my family. These help us access Cit to meets that set with any and the they acid to use the gate. Rail Service Harvity coposes the elimination of G2 bus line - 1 it is avey important service serving the Georgetown community who are are apable to all and as 31 and 32 bus service. Rail Service Harvity coposes cuts to service, sepacially frequency and hours of operation, on both metro all service, well mithand charges		
CARTICAL bus lines for student use to get to schools are being proposed for elimination. This is NOT Bus Service Consider the people who refy on the bus for work, often after regular office hours, as well as rail service Service Consider the people who refy on the bus for work, often after regular office hours, as well as rail service Service I don't drive (disability), but my 5-year-old and have wonderful adventures all over the driv (after fuel bus sets. We have found the bus stak us almost anywhere. I how Service Parts of the drive (disability), but my 5-year-old and have wonderful adventures all over the driv for Glover Park residents. Service Parts of the drive for Glover Park residents. Whole at car. If the Dalies is eliminated. drive of the drive for Glover Park residents. Service Parts of the drive for Glover Park residents. Bus Service Service Initing dill become much more afficult for Glover Park residents. Bus Service Service Initing dill become much more afficult for Glover Park residents. Bus Service Service Initing dill become much more afficult for Glover Park residents. Bus Service Service Initing dill become much more afficult for Glover Park residents. Bus Service Service Initing dill become much more afficult for Glover Park residents. Bus Service Service		Bus Service
iFEASIBLE. Bus Service Consider the people who rely on the bus for work, often after regular offee hours, as well as ral service Bus Service Consider the people who rely on the bus for work, often after regular offee hours, as well as ral service Bus Service Construct the people who rely on the bus for work, often after regular offee hours, as well as ral service in the construct of the constend of the construct of the consthe construct of the construct of		
Consider the people who rely on the bus for work, often after regular office hours, as well as rail service iden't drive (disability), but my 5-year-cld and Have wonderful adventures all over the city (and Maryland) thanks mostly to the buses. We have found that the buse take us almost anywhere. I hope that continues the continues the continues of the city for Glover Park residents. Without It, I personally would not be able to reach my officer val citres public transportation. Being able to easily yreach Dupp Citre and the rest of the city by bus makes this neighborhood liveable without a car. If the D2 line is eliminated, citry ling will become much more difficult to flower Park residents. Without It, I personally would not be gets. The D2 is a lifeline to the rest of the city for Glover Park residents. Without It, I personally would not be able to reach my officer val citres public transportation. Being able to easily reach Dupp Citre and the rest of the city by bus makes this neighborhood liveable without a car. If the D2 line is eliminated, citry link withours much more difficult for Glover Park residents. Bus Service link cuting station managers right be a good idea. They seem to just sit there almost all the time, add the only time verve interacted with them or seare the gate. Add Yords to the 42/43 line frequency and D6 would be particularly painful for me and my family. These help us access OC in areas that aren't well served by trains, and other buses don't go to the right place. (To carliny, loing the last agenotation desets. belf us access OC in areas that aren't well served by trains, and other buses don't go to the right place. (To carliny, loing the last agenotation desets. belf us access OC in areas that aren't well served by trains, and other buses for the go to the right place. (To carliny, loing the last agenotation desets. belf us diverse are a low be donese bus to be aveled. Heavity oppose that area puble in the gay what takes public transportation from parkname th		Bus Service
on westends to bring people to the capital for entertainment and events use Service entertaining that we wondeful adventures all over the city (and Maryland) thanks mosty to the buses. We have found that the buses take us almost anywhere. Inpa entertaining that continues is use Service entertained to the test of the city for Glover Park residents. Without it, J personally would not be gates. The 21 is a lifeline to the rest of the city for Glover Park residents. Without it, J personally would not be able to reach my office via direct public transportation. Being able to easily reach Dupot Circle and the 21 is a lifeline to the rest of the city for Glover Park residents. Without it, J personally would not be able to reach my office via direct public transportation. Being able to easily reach Dupot Circle and the 21 is a lifeline to the rest of the city for Boorer Park residents. Without it, He 22 line is elimited, city line wet the Vignal Noner-Earline County has had terrible Bus Service for more than 22 is service. Bestence allower all the time, and therobus county has had terrible Bus Service for more than 23 is service. Bestence allower all the time, and the only time I've ever literaited with them or sen others interact with them they are incredibly access. Be direct 42/43 line frequency and 56 would be aptricularly painful for meat my family. These help us access 0. Cit nares that aren? twell served by trains, and other buses don't go to the right painful for the admost and there buses don't go to the right painful city the painful city is eaved by trains, and other buses don't go to the right painful city the painful city and there buses don't go to the right painful city the painful city the painful city and there buses don't go to the right painful city the painful city and there buses don't go to the right painful city the painful city		DUD JEI VICE
i don't drive (disability), but my 5-year-old and have wonderful adventures all over the city (and Maryland) thanks mostly to the buses. We have found that the buses take us almost anywhere. I hope that continues! Need to take better care in making sure people are paying the Metro fares instead of jumping over the gats. If a lifeline to the rest of the city for Glover Park residents. Without it, I personally would not be able to reach my office value transportation. Being able to easily reach Dupot Circle and the rest of the city for Glover Park residents. Without it, I personally would not be able to reach my office value transportation. Being able to easily reach Dupot Circle and the rest of the city bus makes this neighborhood liveable without a car. If the D2 line is eliminated, city bus makes this neighborhood liveable without a car. If the D2 line is eliminated, the gate of the city bus makes this neighborhood liveable without a car. If the D2 line is eliminated, city bus makes this neighborhood liveable without a car. If the D2 line is eliminated, city bus makes this neighborhood liveable without a car. If the D2 line is eliminated, city bus makes this neighborhood liveable with then state neighborhood with the station manager smailty at a young mother with a small child because the difference with them of sease on ther interest in fraing, and other buses don't go to the right pais account with then state neighborhood by a septicity if nation with the state neighborhood by a septicity and there uses the city and sub and there buses the pais the gate sub charaboration from fraing. These rest is the pais the gate sub charaboration for the service built transportation form pais and there the services built transportation from pais each dive a week. Here and that the state on the set the servin inport at sevice serving the Georgetown. Bus Service bus Service		Bus Service
Maryland thanks mostly to the buses. We have found that the buses take us almost anywhere. Inplement of the continues of the contin the continues of the continues of the continues of the		
hat continues! Bus Service Need to take better care in making sure people are paying the Metro fares instead of jumpion over the gats. Fares/Fees/Parking The D2 is a lifeline to the rest of the city for Glover Park residents. Without it, i personally would not be able to reach my office via direct public transportation. Being able to easily reach Dupot Circle and the inity multice memuch more difficult for Glover Park residents. Bus Service leave the Virginia Metrobus Routes Alone -fairfax County has had terrible Bus Service for more than 25 years Bus Service leave the Virginia Metrobus Routes Alone -fairfax County has had terrible Bus Service for more than 25 years Bus Service leave the Virginia Metrobus Routes Alone -fairfax County has had terrible Bus Service for more than 25 years Bus Service outd. Once withesed a station manager screening at a young mother with a small child because she Rail Service AlW cuts to the 4/24 line frequency and D6 would be particularly prainful for me and my family. These dist at sampent of 42/43 line frequency and D6 would be particularly prainful for me and my family. These they places (In clarify, Iosing the last segment of 42/43 did metropues and maint be services. Not the fool on the metro yail would have more more to pay employees and maintain the services. Not Train yout that services were are any potient or all yout that they that improve and they and be poticularly praint and you prainter any pratomat services were graving the Georgetown community whar are already cut of from metro rail sorvices. Additionally the 31 and 31 bus routes are approach and the topic avecks. Rail Service Hawary oppose the eliminiation of G2 bus line — it		
Need to take better care in making sure people are paying the Metro fares instead of jumping over the gates. The 22 is a lifeline to the rest of the city for Glover Park residents. Without it, I personally would not be able to reach my office via direct public transportation. Being able to easily reach Dupot Circle and the rest of the city by bus makes this neighborhood liveable without car. If the 22 line i eliminated, the rest of the city by bus makes this neighborhood liveable without car. If the 22 line i eliminated, the rest of the city by bus makes this elimibated, the rest of the city by bus makes this elimibated, the rest of the city by bus makes this elimibated, the rest of the city by bus makes this elimibated, the rest of the city by bus makes this elimibated, the rest of the city by bus makes this elimibated, the rest of the city by bus makes this elimibated, the rest of the city by bus makes this elimibated, the rest of the city by any set bit and by and therities that the rest of the city by tains, and other sinteract with them they are incredibly rude. Once witnessed a station manager mean when they said to use the gate. All Y cuts to the 24/31 line frequency and D6 would be particularly painful for me and my family. These helps of access D transportation deserts. Parking viscues to the set of the city to said the set poiles of the figst places. (To clarify, Losing the last segment of 42/43 downtown is ok especially if that improves frequency, but cuts to weeked service are a protein) Many of these cuts will create transportation deserts. Parking the service are a protein) Many of these cuts will create transportation deserts. Parking the rest of the old on the metro yall would have more more to protein of G2 bus line - it is a very important services erving the Georgetown. Community who are already cut off from metro rail services. Additionally the 31 and 33 bus routes are citical as they are also the closes to bus tops in Georgetown. Is strongly prefer any obstices to to service the se		Bus Service
gates. Fares/Fees/Parking The D2 is a lifeline to the rest of the city for Glover Park residents. Without it, I personally would not bable to reach my office via direct public transportation. Being able to easily reach Dupot Circle and the rest of the city by bus makes this neighborhood liveable without a car. If the D2 line is eliminated, city bus makes this neighborhood liveable without a car. If the D2 line is eliminated, city bus makes this neighborhood liveable without a car. If the D2 line is eliminated, city bus makes this neighborhood liveable without a car. If the D2 line is eliminated, city bus makes this neighborhood liveable without a car. If the D2 line is eliminated, city bus makes this neighborhood liveable without as a reliminated, city bus makes this neighborhood liveable without as a reliminated, city bus makes this neighborhood liveable without as an line bus service for more than 25 bus Service Bus Service I brink cutting station managers might be a good idea. They seem to just sit there almost all the time, and the only time I've ever interacted with them ores on others interact with them they are incredibly under other site at a young mother with a small child because she didn't understand what the station manager meant when they said to use the gate. Rail Service RAY Cuts to the diverse part of 24/24 line refrequency, but cuts to weekend service are a problem) Bus Service Bus Service Many of these cuts will create transportation deserts. Miscellaneous Miscellaneous part employees and maintain the services. but I'm just the guy that takes public transportation from there are lay out of from metror anil and bus service, even if that them services. But I'm just the guy that takes public transportation from thereas take to relise the sortion deserts		
able to reach my office via direct public transportation. Being able to easily reach Dupot Circle and the Bus Service ining will become much more difficult for Glover Park residents. Bus Service leave the Virginia Metrobus Routes Alone - Fairfax County has had terrible Bus Service for more than 25 Bus Service years Bus Service Bus Service and the only time I've ever interact with them ther ya reincredibly Ral Service Ral Service You construct the station manager screaming at a young mother with a small child because she Ral Service Ral Service Alv Curs to the Segment of Alv Ad a downtown is ob especially if find im me and my family. These Bus Service Bus Service help us access DC in areas that aren?t well serve by trains, and other buses don't go to the right Miscellaneous Bus Service partaps: frequency, but cuts to weekend service are a problem) Bus Service Bus Service partaps: frequency, but cuts to weekend service are a problem) Bus Service Bus Service partaps: frequency, but cuts to weekend service are a problem) Bus Service Bus Service partaps: frequency, but cuts to weekend service are a problem) Bus Service Bus Service partaps: frequency and Bus outs aveces to point state and the meth area in cuts and the service serving the Georgetown. Bus Service </td <td></td> <td>Fares/Fees/Parking</td>		Fares/Fees/Parking
rest of the city by bus makes this neighborhood liveable without a car. If the D2 line is eliminated, city living will become much more difficult for Glover Park residents. Bus Service Bus Service Bus Service Bus Service Bus Service I think cutting station managers might be a good idea. They seem to just sit there almost all the time, and the only time I've ever interacted with them or seen others interact with them they are incredibly rude. Once witnessed a station manager meant when they said to use the gate. Rall Service Construction of D2 bus of the methy and the station manager meant when they said to use the gate. Rall Service Construction that the station manager meant when they said to use the gate. Rall Service Construction that the station manager meant when they said to use the gate. Rall Service Construction that the station manager service are a problem of the particularly painful for me and my family. These help va caces DC in areas that aren't well served by trains, and other buses don't ga to the right places. To clarify, losing the last segment of 42/43 downtown is ok especially if that improves frequency, but cuts to weekend service are a problem more more to pay employees and maintain the services. but I'm just the guy that takes public transportation from pay employees and maintain the services. Additionally the 31 and 33 bus routes are aproblem community who are already cut off from metro rail services. Additionally the 31 and 33 bus routes are aproblem bus of ridership. Avoid the transt foreating priving the growth or alta dus service, end fit that eas use for inder for the next bus or train they?re likely to skip Metro altagether and off ver get a ride. Plenty of research shows that frequent, reliable service is the main determinator of ridership. Avoid the transt tele ast resort for thoms event bus or train. they?re likely to skip Metro altagether and drive or get a ride. Plenty of research shows that frequent, reliable service is the main determinator or ridership. Avoid the transt texp	The D2 is a lifeline to the rest of the city for Glover Park residents. Without it, I personally would not be	
Inving will become much more difficult for Glover Park residents. Bus Service leave the Virginia Metrobus Routes Alone -Fair/ax Courty has had terrible Bus Service for more than 25 Bus Service I think cutting station managers might be a good idea. They seem to just sit there almost all the time, and the only time I've ever interacted with them or seen others interact with them they are incredibly rude. Once witnessed a station manager scenning at a young mother with a small child because she didnt understand what the station manager meant when they said to use the gate. Rail Service ANV cuts to the 42/33 line frequency, and D Swould be particularly painful for me and my family. These help us access DC in areas that aren?t well served by trains, and other buses don?t go to the right places. (To clarify, losing the last segment of 42/43 downtown is ok especially if that improves frequency, but cuts to weekend service are a problem) Bus Service Many of these cuts will create transportation deserts. Miscellaneous part healting the part segment of 42/43 line frequency, but the they guy that takes public transportation from part healting oppose cuts to weekend service are a problem) Bus Service Many of these cuts will create transportation for G2 bus line — it is a very important service serving the Georgetown community who are already cut off from metror rail services. Additionally the 31 and 33 bus routes are tritical as they are also the closes thus stops in Georgetown. Bus Service I strongly prefer any options that result in minimal changes to rail and bus service, especially frequency, rul hours of operation, on both rail dus	able to reach my office via direct public transportation. Being able to easily reach Dupot Circle and the	
leave the Virginia Metrobus Routes Alone -Fairfax County has had terrible Bus Service for more than 25 years Uthink cutting station managers might be a good idea. They seem to just sit there almost all the time, and the only time I've ver interacted with them or seen others interact with them they are incredibly rude. Once witnessed a station manager meant when they said to use the gate. Rail Service Rail Service Rail Service Rail Service Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service Rail Service Bus Service		
year Bus Service I think cutting station managers might be agod idea. They seem to just sit there almost all the time, and the only time I've ever interacted with them or seen others interact with them they are incredibly rude. Once witnessed a station manager screaming at a young mother with a small child because she didnt understand what the station manager meant when they said to use the gate. Rail Service AWY cuts to the 42/43 line frequency and 06 would be particularly painful for me and my family. These help us access DC in areas that aren?t well served by trains, and other buses don't go to the right places. (To clarify, losing the last segment of 42/43 downtown is ok especially if that improves frequency, but cuts to weekend service are a problem) Bus Service Many of these cuts will create transportation deserts. Bus Service Miscellaneous perhaps if yall didn't pay to have the police look the fool on the metro yall would have more money to pay employees and maintain the services. but i?m just the guy that takes public transportation from branch avenue to pen station twice a week Miscellaneous Heavily oppose the elimination of G2 bus line – it is a very important service, seeding the service, sepcially frequency and hours of operation, on both rail and bus service, even if that means increasing fares. Bus Service I very storegity oppose cuts to service, especially frequency and hours of operation, on both rail and bus. If people have to wait 15+ minutes for the next bus or train they?re likely to skip Metro altogether and drive or get a ride. Plenty of research shows that frequent, reliable service is the main determinator of ridership. Avoid the transt		Bus Service
i think cutting station managers might be a good idea. They seem to just sit there almost all the time, and the only time I've wer interacted with them or seen others interact with them they are incredibly rude. Once withressed a station manager screaming at a young mother with a small child because she didut understand what the station manager reaming tat a young mother with a small child because she didut understand what the station manager reaming tat a young mother with a small child because she didut understand what the station manager reaming tat a young mother with a small child because she didut understand what the station manager reaming tat young mother with a small child because she didut understand what the station manager reaming tat young mother with a small child because she didut understand what the station manager reaming tat young mother with a small child because she didut understand what the station manager reaming tat young mother with sea don't go to the right places. (To clarify, Iosing the last segment of 42/43 downtown is ok especially if that improves frequency, but cuts to weeked service are a problem) Many of these cuts will create transportation deserts. Miscellaneous perhaps if yall didn't pay to have the police look the fool on the metro yall would have more money to pay employees and maintain the services. but i?m just the guy that takes public transportation from tranch avenue to penn station twice a week Rail Service Heavily oppose the elimination of G2 bus line – it is a very important service serving the Georgetown community who are already cut off from metro rail services. Additionally the 31 and 33 bus routes are increasing fares. I strongly prefer any options that result in minimal changes to rail and bus service, even if that means increasing fares. Uvery strongly oppose cuts to service, especially frequency and hours of operation, on both rail and bus. If people have to wait 15+ minutes for the next bus or train. They?re likely to skip Metro altogeether and driver orget		
and the only time I've ever interacted with them or seen others interact with them they are incredibly rude. Once witnessed a station manager screaming at a young mother with a small child because she didnt understation manager screaming at a young mother with a small child because she help us access DC in areas that aren't well served by trains, and other buses don't go to the right places. (To clarify, losing the last segment of 42/A3 downtown is ok especially if that improves frequency, but cuts to weekend service are a problem) Many of these cuts will create transportation deserts. perhaps if yall din't pay to have the police look the fool on the metro yall would have more money to pay employees and maintain the services. but i'm just the guy that takes public transportation from branch avenue to penn station twice a week Heavily oppose the elimination of G2 bus line – it is a very important service serving the Georgetown. I strongly prefer any options that result in minimal changes to rail and bus service, even if that mean tritical as they are also the closest bus stops in Georgetown. I strongly prefer any options that result in minimal changes to rail and bus service, even if that mean drive or gar drive. Pleny of research shows that frequency, and hours of operation, on both rail and bus. If people have to wait 15+ minites for the net bus or train they?re likely to skip Metro altogether and drive or gar ar ide. Pleny of research shows that frequency, reliable service is the main determinator of ridership. Avoid the transit death spiral! Keep pushing for dedicated sources of funding from VA and Maryland (and federal government)! PS. As a DC resident without a car I love Metro, and when my niece comes to wisit from Detroit one of the favorite things is to take the bus or train. This system should be a showcase for public transit, not a last resor for those without other ways to get around! Bus Service		Bus Service
rude. Once witnessed a station manager screaming at a young mother with a small child because she didnt understand what the station manager meant when they said to use the gate. Rail Service ANV cuts to the 42/43 line frequency and D6 would be particularly painful for me and my family. These help us access DC in areas that aren?t well served by trains, and other buses don?t go to the right places. (To clarify, losing the last segment of 42/43 downtown is ok especially if that improves frequency, but cuts to weekend service are a problem) Bus Service Many of these cuts will create transportation deserts. Mary of these cuts will create transportation deserts. pay employees and maintain the services. but i?m just the gouy that takes public transportation from branch avenue to penn station twice a week Heavily oppose the elimination of G2 bus line – it is a very important service serving the Georgetown community who are already cut off from metro rail services. Additionally the 31 and 33 bus routes are critical as they are also the closest bus stops in Georgetown. I strongly porfer any options that result in minimal changes to rail and bus service, even if that means increasing fares. I very strongly oppose cuts to service, especially frequency and hours of operation, on both rail and bus. If people have to wait 15+ minutes for the next bus or train they?rel likely to skip Metro altogether and drive or get a ride. Plenty of research shows that frequent, reliable service is funding from VA and Maryland (and federal government)! PS. As a DC resident without a car I love Metro, and when my niece comes to visit from Detroit one of her favorite things is to take the bus or train. This system should be a showcase for public transit, not a last resort for those without other ways to get around!		
didnt understand what the station manager meant when they said to use the gate.Rail ServiceANY cuts to the 42/43 line frequency and D6 would be particularly painful for me and my family. These help us access DC in areas that aren?t well served by trains, and other buses don?t go to the right places. (To clarify, losing the last segment of 42/43 downtown is ok especially if that improves frequency, but cuts to weekend service are a problem)Bus ServiceMany of these cuts will create transportation deserts.Miscellaneousperhaps if yall didn?t pay to have the police look the fool on the metro yall would have more money to pay employees and maintain the services. but i?m just the guy that takes public transportation from branch avenue to penn station twice a weekRail ServiceHeavily oppose the elimination of G2 bus line it is a very important service serving the Georgetown.Bus ServiceI strongly prefer any options that result in minimal changes to rail and bus service, even if that means increasing fares.Bus ServiceI very strongly oppose cuts to service, especially frequency and hours of operation, on both rail and bus. If people have to wait 15+ minutes for the next bus or train they?re likely to skip Metro altogether and drive or get a ride. Plenty of research shows that frequent, reliable service soft funding from VA and Maryland (and federal government)! PS. As a OC resident without a car I lowe Metro, and when w neice comes to visit from Detroit one of her favorite thing is to take the bus or train. This system should be a showcase for public transit, not a last resort for those without other ways to get around!Bus Service		
ANY cuts to the 42/43 line frequency and D6 would be particularly painful for me and my family. These help us access DC in areas that aren?t well served by trains, and other buses don?t go to the right places. (To clarify, losing the last segment of 42/43 downtown is ok especially if that improves frequency, but cuts to weekend service are a problem) Many of these cuts will create transportation deserts. Many of these cuts will create transportation deserts. Mary of these cuts will create transportation deserts. Mary exployees and maintain the services. but i?m just the guy that takes public transportation from branch avenue to penn station twice a week Rail Service Heavily oppose the elimination of G2 bus line it is a very important service serving the Georgetown community who are already cut off from metro rail services. Additionally the 31 and 33 bus routes are critical as they are also the closest bus stops in Georgetown. I strongly prefer any options that result in minimal changes to rail and bus service, even if that means increasing fares. I very strongly oppose cuts to service, especially frequency and hours of operation, on both rail and bus. If people have to wait 15+ minutes for the next bus or train they?re likely to skip Metro altogether and drive or get a ride. Plenty of research shows that frequent, reliable service is the main determinator of ridership. Avoid the transit deat spiral! Keep pushing for dedicated sources of funding from VA and Maryland (and federal government)! P. S.A as D Cresident without a car I love Metro, and when my niece comes to visit from Detroit one of her favorite things is to take the bus or train. This system should be a showcase for public transit, not a last resort for those without other ways to get around! Bus Service		Pail Service
help us access DC in areas that aren?t well served by trains, and other buses don?t go to the right places. (To clarify, losing the last segment of 42/43 downtown is ok especially if that improves frequency, but cuts to weekend service are a problem)Bus ServiceMany of these cuts will create transportation deserts.Miscellaneousperhaps if yall didn?t pay to have the police look the fool on the metro yall would have more money to pay employees and maintain the services. but i?m just the guy that takes public transportation from branch avenue to penn station twice a weekRail ServiceHeavily oppose the elimination of G2 bus line it is a very important service serving the Georgetown community who are already cut off from metro rail services. Additionally the 31 and 33 bus routes are critical as they are also the closest bus stops in Georgetown.Bus ServiceI strongly prefer any options that result in minimal changes to rail and bus service, even if that means increasing fares.Bus ServiceI very strongly oppose cuts to service, especially frequency and hours of operation, on both rail and bus. If people have to wait 15+ minutes for the next bus or train they?re likely to skip Metro altogether and drive or get a ride. Plenty of research shows that frequent, reliable service is the main determinator of ridership. Avoid the transit death spirall Keep pushing for dedicated sources of funding from VA and Maryland (and federal government)! PS. As a DC resident without a car 1 love Metro, and when my niece comes to visit from Detroit one of her favorit things is to take the bus or train. This system should be a showcase for public transit, not a last resort for those without other ways to get around!Bus Service		
places. (To clarify, losing the last segment of 42/43 downtown is ok especially if that improves Bus Service Many of these cuts will create transportation deserts. Miscellaneous perhaps if yall didn?t pay to have the police look the fool on the metro yall would have more money to pay employees and maintain the services. but i?m just the guy that takes public transportation from branch avenue to penn station twice a week Miscellaneous Heavily oppose the elimination of G2 bus line it is a very important service serving the Georgetown community who are already cut off from metro rail services. Additionally the 31 and 33 bus routes are increasing fares. Bus Service I strongly prefer any options that result in minimal changes to rail and bus service, even if that means increasing fares. Bus Service I very strongly oppose cuts to service, especially frequency and hours of operation, on both rail and bus. If people have to wait 15+ minutes for the next bus or train they?re likely to skip Metro altogether and drive or get a ride. Plenty of research shows that frequent, reliable service is the main determinator of ridership. Avoid the transit death spiral! Keep pushing for dedicated sources of funding from VA and Maryland (and federal government)! PS. As a DC resident without a car I love Metro, and when my niece comes to visit from Detroit on oe ther favorite things is to take the bus or train. This system should be a showcase for public transit, not a last resort for those without other ways to get around! Bus Service		
frequency, but cuts to weekend service are a problem) Bus Service Many of these cuts will create transportation deserts. Miscellaneous perhaps if yall din?t pay to have the police look the fool on the metro yall would have more money to pay employees and maintain the services. but i?m just the guy that takes public transportation from branch avenue to penn station twice a week Mail Service Heavily oppose the elimination of G2 bus line it is a very important service serving the Georgetown community who are already cut off from metro rail services. Additionally the 31 and 33 bus routes are critical as they are also the closest bus stops in Georgetown. Bus Service I strongly prefer any options that result in minimal changes to rail and bus service, even if that means increasing fares. Bus Service I very strongly oppose cuts to service, especially frequency and hours of operation, on both rail and bus. If people have to wait 15+ minutes for the next bus or train they?re likely to skip Metro altogether and drive or get a ride. Plenty of research shows that frequent, reliable service is the main determinator of ridership. Avoid the transit death spirall Keep pushing for dedicated sources of funding from VA and Maryland (and federal government)! PS. As a D Cresident without a car I love Metro, and when my niece comes to visit from Detroit one of her favorite things is to take the bus or train. This system should be a showcase for public transit, not a last resort for those without other ways to get around! Bus Service		
Many of these cuts will create transportation deserts. Miscellaneous perhaps if yall didn?t pay to have the police look the fool on the metro yall would have more money to pay employees and maintain the services. but i?m just the guy that takes public transportation from branch avenue to penn station twice a week Rail Service Heavily oppose the elimination of G2 bus line it is a very important service serving the Georgetown community who are already cut off from metro rail services. Additionally the 31 and 33 bus routes are critical as they are also the closest bus stops in Georgetown. Bus Service I strongly prefer any options that result in minimal changes to rail and bus service, even if that means increasing fares. Bus Service I very strongly oppose cuts to service, especially frequency and hours of operation, on both rail and bus. If people have to wait 15+ minutes for the next bus or train they?re likely to skip Metro altogether and drive or get a ride. Plenty of research shows that frequent, reliable service is the main determinator of ridership. Avoid the transit death spiral! Keep pushing for dedicated sources of funding from VA and Maryland (and federal government)! P.S. As a D Cresident without a car I love Metro, and when my niece comes to visit from public transit, not a last resort for those without other ways to get around! Bus Service		Bus Service
perhaps if yall didn?t pay to have the police look the fool on the metro yall would have more money to pay employees and maintain the services. but i?m just the guy that takes public transportation from branch avenue to penn station twice a week Heavily oppose the elimination of G2 bus line it is a very important service serving the Georgetown community who are already cut off from metro rail services. Additionally the 31 and 33 bus routes are critical as they are also the closest bus stops in Georgetown. I strongly prefer any options that result in minimal changes to rail and bus service, even if that means increasing fares. I very strongly oppose cuts to service, especially frequency and hours of operation, on both rail and bus. If people have to wait 15+ minutes for the next bus or train they?re likely to skip Metro altogether and drive or get a ride. Plenty of research shows that frequent, reliable service is the main determinator of ridership. Avoid the transit death spiral! Keep pushing for dedicated sources of funding from VA and Maryland (and federal government)! PS. As a DC resident without a car I love Metro, and When my nicee comes to visit from Detroit on oe her favorite things is to take the bus or train. This system should be a showcase for public transit, not a last resort for those without other ways to get around! Bus Service		
pay employees and maintain the services. but i?m just the guy that takes public transportation from Rail Service Heavily oppose the elimination of G2 bus line it is a very important service serving the Georgetown. Rail Service retrical as they are alse the closest bus stops in Georgetown. Bus Service I strongly prefer any options that result in minimal changes to rail and bus service, even if that means increasing fares. Bus Service I very strongly oppose cuts to service, especially frequency and hours of operation, on both rail and bus. If people have to wait 15+ minutes for the next bus or train they?re likely to skip Metro altogether and drive or get a ride. Plenty of research shows that frequent, reliable service is the main determinator of ridership. Avoid the transit death spirall Keep pushing for dedicated sources of funding from VA and Maryland (and federal government)! PS. As a DC resident without a car I love Metro, and when my niece comes to visit from Detroit one of her favorite things is to take the bus or train. This system should be a showcase for public transit, not a last resort for those without other ways to get around! Bus Service		
branch avenue to penn station twice a week Rail Service R		
Heavily oppose the elimination of G2 bus line it is a very important service serving the Georgetown community who are already cut off from metro rail services. Additionally the 31 and 33 bus routes are critical as they are also the closest bus stops in Georgetown. I strongly prefer any options that result in minimal changes to rail and bus service, even if that means increasing fares. I very strongly oppose cuts to service, especially frequency and hours of operation, on both rail and bus. If people have to wait 15+ minutes for the next bus or train they?re likely to skip Metro altogether and drive or get a ride. Plenty of research shows that frequent, reliable service is the main determinator of ridership. Avoid the transit death spirall Keep pushing for dedicated sources of funding from VA and Maryland (and federal government)! PS. As a DC resident without a car 1 love Metro, and when my niece comes to visit from Detroit one of her favorite things is to take the bus or train. This system should be a showcase for public transit, not a last resort for those without other ways to get around! Bus Service		Rail Service
critical as they are also the closest bus stops in Georgetown. Bus Service I strongly prefer any options that result in minimal changes to rail and bus service, even if that means increasing fares. Bus Service I very strongly opopose cuts to service, especially frequency and hours of operation, on both rail and bus. If people have to wait 15+ minutes for the next bus or train they?re likely to skip Metro altogether and drive or get a ride. Plenty of research shows that frequent, reliable service is the main determinator of ridership. Avoid the transit deat spirall Keep pushing for dedicated sources of funding from VA and Maryland (and federal government)! PS. As a DC resident without a car I love Metro, and when my niece comes to visit from Detroit one of her favorite things is to take the bus or train. This system should be a showcase for public transit, not a last resort for those without other ways to get around! Bus Service	Heavily oppose the elimination of G2 bus line it is a very important service serving the Georgetown	
I strongly prefer any options that result in minimal changes to rail and bus service, even if that means increasing fares. Bus Service I very strongly oppose cuts to service, especially frequency and hours of operation, on both rail and bus. If people have to wait 15+ minutes for the next bus or train they?re likely to skip Metro altogether and drive or get a ride. Plenty of research shows that frequent, reliable service is the main determinator of ridership. Avoid the transit death spirall Keep pushing for dedicated sources of funding from VA and Maryland (and federal government)! PS. As a DC resident without a car I love Metro, and when my nicee comes to visit from Detroit one of her favorite things is to take the bus or train. This system should be a showcase for public transit, not a last resort for those without other ways to get around! Bus Service		
Increasing fares. Bus Service Uvery strongly oppose cuts to service, especially frequency and hours of operation, on both rail and bus. If people have to wait 15+ minutes for the next bus or train they?re likely to skip Metro altogether and drive or get a ride. Plenty of research shows that frequent, reliable service is the main determinator of ridership. Avoid the transit death spirall Keep pushing for dedicated sources of funding from VA and Maryland (and federal government)! PS. As a DC resident without a car 1 love Metro, and when my nicee comes to visit from Detroit one of her favorite things is to take the bus or train. This system should be a showcase for public transit, not a last resort for those without other ways to get around! Bus Service B		Bus Service
I very strongly oppose cuts to service, especially frequency and hours of operation, on both rail and bus. If people have to wait 15+ minutes for the next bus or train they?re likely to skip Metro altogether and drive or get a ride. Plenty of research shows that frequent, reliable service is the main determinator of ridership. Avoid the transit death spiral! Keep pushing for dedicated sources of funding from VA and Maryland (and federal government)! PS. As a DC resident without a car I love Metro, and when my niece comes to visit from Detroit one of her favorite things is to take the bus or train. This system should be a showcase for public transit, not a last resort for those without other ways to get around! Bus Service		
bus. If people have to wait 15+ minutes for the next bus or train they?re likely to skip Metro altogether and drive or get a ride. Plenty of research shows that frequent, reliable service is the main determinator of ridership. Avoid the transit death spirall Keep pushing for dedicated sources of funding from VA and Maryland (and federal government)! PS. As a DC resident without a car I love Metro, and when my niece comes to visit from Detroit one of her favorite things is to take the bus or train. This system should be a showcase for public transit, not a last resort for those without other ways to get around! Bus Service		Bus Service
and drive or get a ride. Plenty of research shows that frequent, reliable service is the main determinator of ridership. Avoid the transit death spirall Keep pushing for dedicated sources of funding from VA and Maryland (and federal government)! PS. As a DC resident without a car I love Metro, and when my nicee comes to visit from Detroit one of her favorite things is to take the bus or train. This system should be a showcase for public transit, not a last resort for those without other ways to get around! Bus Service		
of ridership. Avoid the transit death spirall Keep pushing for dedicated sources of funding from VA and Maryland (and federal government)! PS. As a DC resident without a car I love Metro, and when my niece comes to visit from Detroit one of her favorite things is to take the bus or train. This system should be a showcase for public transit, not a last resort for those without other ways to get around! Bus Service		
Maryland (and federal government)! PS. As a DC resident without a car I love Metro, and when my niece comes to visit from Detroit one of her favorite things is to take the bus or train. This system should be a showcase for public transit, not a last resort for those without other ways to get around! Bus Service		
niece comes to visit from Detroit one of her favorite things is to take the bus or train. This system should be a showcase for public transit, not a last resort for those without other ways to get around! Bus Service		
should be a showcase for public transit, not a last resort for those without other ways to get around! Bus Service		
		Rus Service

Comment	Category
I ride the U4 Bus and the Orange line on the metro several times a week. These routes are very helpful	
for me, and my family to get to and from work and to drop off my child at school. The U4 is the only	
public transit option that is within my neighborhood (River Terrace, NE, D.C.) and it is used by many people in our neighborhood daily. If this bus service was eliminated it would greatly impact many of	
the people in my neighborhood's ability to move throughout the city and live their daily lives. Many	
kids use this bus to get to and from school. Especially because DC does not provide typical school bus	
service I think it is critical that Metrobus service is available to people, who may have very limited, or	
no other options for getting their children to school - ESPECIALLY FOR NEIGHBORHOODS THAT DO NOT	
HAVE CLOSE OTHER ACCESS TO METRORAIL STATIONS OR OTHER BUSLINES. Also, many, many times	
when I ride the bus the fare-taker system is not working properly and so the bus driver lets me get on	
for free. This is a serious issue that should be addressed. Fixing these machines and ensuring that they	
work consistently would be a very straightforward way for the WMATA to make more money. I also	
notice people coming on the bus and simply not paying, which is a separate issue that I do not know the answers for, but I think needs solutions as well.	Bus Service
If the 74 bus is eliminated there must be a replacement to service the southwest area.	Bus Service
Virginia needs to stop being a cheap skate.	Miscellaneous
Maryland and Virginia need to ultimately pay for its ridership. Fare evasion is a large problem;	
therefore there need to be ways to prevent fate evasion. As well as some free options - like the	
streetcar on Benning rd NE	Fare Evasion/Safety/Crime
Please do not cut the 74. It is an important route providing bus access to Southwest. Years ago Metro	
rook away the 70 routes that connected Southwest to Georgia Avenue. This is unfair to the community.	Bus Service
The G2 line is an extremely important point of access to the Metro bus system for Georgetown	
students, faculty, and staff, and eliminating the service would have a significant negative impact on the ability for community members to travel off campus.	Bus Service
Do not get rid of G2. A lot of Georgetown students use this to get to campus. Terminating such route	
will cause a lot of citizens of the DC area to stop using the metro and will lead to a boycott.	Bus Service
The infrastructure that I utilize and service schedules I adhere in my usual commutes is currently	
adequate. Barring additional funding from governments to cover financial shortfall, I think an increase	
in fare price is justified.	Operating Budget, Management and Spending
Please do not eliminate the 74. Metro already cut bus service to SW years ago. This would worsen	
access.	Bus Service
Without the M4 my neighborhood will be a transportation desert	Bus Service
My children use the D6 bus to get to their zoned public schools. There are no other public transportation options within two miles of my home. This would greatly disadvantage their ability to	
attend Key ES, Hardy MS, and MacArthur HS. DCPS would need to provide 'yellow buses' for these	
students on these routes, or an alternative metrobus line is absolutely essential.	Bus Service
Please do not cut the G2, D2 and D6, 33 and 31 bus lines as those are critical for people traveling	
through Georgetown. I use those frequently!	Bus Service
Without the Metro, I no other way to get to and from work. I cannot afford a consistent rideshare	
charge and prefer the consistency Metrorail provides.	Rail Service
D2 and D6 provide direct access to MedStar Georgetown University Hospital. Several associates use this	
to get to work, as do several patients for transportation to/from the hospital, appointments, visit loved ones, etc.	Rus Sanisa
Metro needs to invest more into rail and busing to decongest this area, not decrease or eliminate	Bus Service
service. It would be a poor decision to make it even harder to get to work, school, hospitals, and	
grocery stores.	Bus Service
Stopping the D6 would be very detrimental to the DMV community as many patients and staff	
members rely on the route to get to MedStar Georgetown University hospital. This would adversely	
affect the patient populations health, as a huge portion of the patient population relies on public	
transportation. Please, do not stop the d6 bus route.	Bus Service
this will significantly impact my ability to get to work	Miscellaneous
Georgetown Hospital already doesn't have a metrorail stop. By reducing access (by eliminating the D6 and D2 operations) it will limit access to the hospital for associates AND patients.	Rail Service
Eliminating the D2 and D6 will severely reduce the possible options of transportation to Georgetown	
University Hospital. This is a service desperately needed by many, especially since there are no Metro	
trains within any distance of the hospital.	Rail Service
Your biggest issue/opportunity is metrorail parking. You have many many commuters who who use kiss-	
n-ride because there is zero parking at stations. This greatly diminishes your customer satisfaction and	
usage. You know that right? You need to establish parking infrastructure and offer a monthly fee. You	
will then have a budget surplus. No matter what you charge it will be cheaper than the toll roads.	Operating Budget, Management and Spending
The D6 and D2 is a critical artery for patients and associates of either MedStar Georgetown or Sibley hospital. Additionally, the D2 provides access to Metrorail / redline for neighborhoods without	
Metrorail access.	Rail Service
The D6 and D2 are essential routes for everyone that works at Georgetown hospital and patients of the	
hospital. It is literally the only public transportation to the hospital. If these routes are cut, I don?t	
know how any workers or patients will be able to get to the hospital. This will disproportionately affect	
people in lower socioeconomic status who cannot afford to drive or take a taxi/Uber.	Bus Service
As an essential employee of MedStar Georgetown University Hospital, I use the D6 and D2 routes up to	
10 times per week. Cutting these routes would significantly impact my ability to get to my place of	
employment, where I provide care for some of D.C.'s most vulnerable residents. I highly encourage	
WMATA to reconsider cutting these service lines, or any service line that provides direct transportation to D.C.'s hospitals.	Bus Service
D6 provides patients and staff access to MGUH and Sibley Hospital? with no other comparable ways to	
access these hospitals.	Bus Service
D2 and D6 are important bus routes for the Georgetown community	Bus Service
The D6 is the only bus that provides service to Medstar Georgetown and my current form of	
transportation to get to the hospital. If this bus route were to be cut, there would be no metro access	
to get to this hospital (rail or bus) and it would negatively impact employees and patients. This route is	
always VERY busy, so not sure why it has been selected as a route to be eliminated.	Bus Service
I will not be able to get to school if you remove the d2 and the d6 and change the routes of the 42,43 and I2. I will need to drive everywhere and it will be both more expensive and much worse for the	
environment. Around 500 kids depend on the d2 and d6 to get to school every. We need those buses to	
access our education because the nearest metro station is a 30 minute walk away.	Bus Service
The D6 and D2 buses are really the only forms of public transportation to and from Georgetown	
Hospital from off campus. This limits people's ability to access the hospital for their needs, and	
discriminates against a population that would largely rely on public transportation for hospital services.	
I do not support eliminating these lines.	Bus Service
I do not support eliminating these lines. Eliminating the D6 bus would be terrible. I use that bus to get to work at Georgetown University	Bus Service
I do not support eliminating these lines. Eliminating the D6 bus would be terrible. I use that bus to get to work at Georgetown University Hospital. Lots of students ride the D6 to get to their schools. One of the schools is the Duke Ellington	Bus Service
I do not support eliminating these lines. Eliminating the D6 bus would be terrible. I use that bus to get to work at Georgetown University	Bus Service Bus Service

Comment	Category
If we cut the services, the metro will die. We need to maintain high reliability and frequent service to	
ensure that ridership doesn't plummet. Having a robust metro system is absolutely vital to the DMV. We cannot make cuts. People depend on these services to get to work, appointments, ect. This is also	
	Due Convine
important to limit the number of cars on the roadways. Cutting the 96, L2, G2 would cut my usual daily bus ridership to zero. Between Connecticut Ave and	Bus Service
metro stops is extremely challenging for transit users with physical disabilities and cutting the L2 and	
96 would cut these neighborhoods off from easy access to other parts of the city. This would	
dramatically lower my quality of life and I would have to consider leaving my neighborhood.	Bus Service
STOP LOSING MONEY. YOUR ORGANIZATION IS IRRESPONSIBLE.	Miscellaneous
The D6 And the D2 are crucial to metro riders and patients going to and from Medstar Georgetown	
University Hospital and Sibley Hospital. To Discontinue these services would be a major disservice to	
the citizens who depend on public transportation to get to work and to doctors appointmentsnot to	
mention those who do not drive that need to go to the hospital to visit friends and loved ones. A HUGE	
DIS SERVICE TO ELIMINATE THE D6 AND D2 I have bern using the D6 route. a long time, eliminating this route would affect my commute to work	Bus Service
very badly	Bus Service
Please do not eliminate the G2 and D6 routes, these routes are relied on by Georgetown University	
Staff, Faculty, and Grad students who cannot afford to live close to the campus.	Bus Service
D2 and D6 lead to medstar Georgetown University Hospital further decreasing healthcare access	
disproportionately to those reliant on metro which historically has been lower socioeconomic and	
underserved communities. Patients already struggle to get to the hospital due to lack of metro rail (and	
we all know the racism in dc?s history that lead to the lack of metrorail in Georgetown) and this would	
further exacerbate the problem. This is not a good look for DC further stopping those who need it most	
from accessing healthcare. The second closest hospital is GW which is for profit and does not take	
many of the insurances patients have. Additionally many employees are reliant on the bus to go to and	
from work due to the lack of parking space and traffic congestion leading to the hospital. This would	Due Comise
increase congestion worsening ambulance response times and potentially put people?s lives at risk. The D2 is the only bus that goes to Glover Park. A good number of people uses it as part of their	Bus Service
commutes.	Bus Service
Please do not change any routes which would further reduce access to Georgetown. With no metrorail	
access, bus routes are the only transportation option available for the many people who work and	
study in that neighborhood.	Bus Service
Eliminating the D2, D6, and X8 lines would severely impact the residents of DC access to major stops	
like local hospitals, Union Station, and other stops relative to grocery stores, medical offices, etc. This	
would be an extreme disservice to the community, especially those without vehicles to compensate for	
lack of available public transit.	Rail Service
Eliminating the D6 and D2 routes will severely affect both the patients and employees at MedStar	
Georgetown University Hospital. Many people rely on Metro service to get to the hospital 7 days a	
week, especially since there is no Metro rail service in the Georgetown area of DC.	Bus Service
Please don't cut the D2/D6 Metrobus is the last line of defense providing the most freedom-of-movement for disabled and low-	Bus Service
income residents and represents the most accessible and flexible transportation option, and covers the	
most city area geographically. There are valid reasons why riders such as myself eschew using	
Metrorail, especially because of limited coverage and the inconvenience of mixing and timing travel at	
subway and surface level. Increased wait times at bus stops hurt those who can't afford Uber/Lyft. Bus	
route curtailments and eliminations only serve to increase existing congestion on our roadways, and to	
constrict our ability to get around, and at worst, eliminate destinations that were once reachable. One	
of the biggest failures of WMATA is its continual failure to listen to and understand its ridership,	
especially the unique and critical role bus transportation plays. To you, it's mostly about economics: a	
dedicated funding source, blah, blah, blah. To us, bus transportation is a lifeline and freedom to travel	
around the city. Recent bus line route changes such as the head scratchers of what was done to the 80	
and 42 bus lines in the last two years or so, for instance, beg the question of what criteria you use to	
devise and change (read destroy) travel patterns and access to city destinations. With traditionally	
lousy east-west bus route planning (tons of options downtown and on U Street NW, but far and few	
between mid-city like G2 and G8, and mixed results above U Street NW with the H buses), you now	
want to fix what ain't broken to achieve what end? Sometimes, the most 'efficient' or 'logical' routes do	
not meet the needs of your customers. And don't get me started on the 'accuracy' your bus route rider 'statistics' by altering routes based on supposed 'low ridership'. Bus operators don't always log non-	
paying riders, so it's a wonder you even know what number of riders actually is. I could go on and on,	
but it probably won't make much difference. You and your so-called 'transportation experts' will find a	
	Miscellaneous
I work at Medstar Georgetown hospital- our employees and patients rely on the D6 and D2 to get to	
the hospital to work and seek care. Elimination of these routes would severely damage accessibility to	
Georgetown Hospital AND Georgetown in general, as there is no metro at all in this part of town. I	
strongly urge Metro to reconsider the elimination of these routes- our community depends on	
metrobus accessibility.	Bus Service
FIND THE MONEY WMATA!!!!! WHY ARE THE RIDERS BEING MADE TO SUFFER FOR YOUR LACK OF FISCAL ACCOUNTABILITY??? CUT YOUR SALARIES!! TAKE METRO YOURSELVES!!!!ONLY THE PEOPLE	
WHO NEED METRO ARE SUFFERING WITH ALL OF YOUR DRASTIC CUTS!!!!	Rail Service
Eliminating bus routes D6 and D2 to georgetown would eliminate thousands of patients and associates	
ability to access their healthcare and employment. PLEASE DO NOT eliminate these routes. Georgetown	
is already hard enough to get to as is. Additionally, increasing time between trains is not only	
discouraging, but will immediately discourage me from using the metro. My commute is already very	
long and at this time makes me have very limited options ot use the metro. It is already very bus and	
impacts my comfort and feeling of comfort in this public atmosphere. Please consider to continue the	
trains at it's current frequency, especially on green line.	Bus Service
Eliminating routes that transport riders to healthcare and education where there is no metro train	
station nearby is baffling. Without the D6, I never would have been able to get to my job at the	
hospital. Eliminating these routes will significantly impact patients who need healthcare, employees	
who need to work, and students needing their education who do not have cars or easy access to the hospital and university.	Bus Service
Decreasing public transportation goes against getting more people to ise public transportation, reduce	
congestion, and impacts on climate change.	Miscellaneous
By cutting the D2 and D6 buslines, you greatly impact how patients and employees get to MedStar	- ···· •
Georgetown University Hospital. I would on the Labor & Delivery floor, and have several employees	
that can only get to work via bus who will no longer be able to attend their jobs. Additionally since	
there are no longer any maternity hospitals in the eastern half of the city, MANY of our patients and	
visitors make use of the bus to get to the hospital. Eliminating these routes would only exacerbate the	
maternal health care crisis in the east half of this city. More patients would have to resort to calling	
ambulances for non-emergency calls, leading to over-usage of critical resources that would best be	
used elsewhere. Getting rid of these bus lines is something that WMATA routinely threatens, and it is a	

Comment	Category
Cutting services would make it more difficult for people already struggling to get to work throughout	Construction of the second s
the city. It would only make matters worse.	Service Levels
Please don?t eliminate the D2 or D6 so many people including me rely on it for everyday use for school and work it would make life so much more difficult	Bus Service
Please don't eliminate the D6 Bus!! It is a vital community bus route that would negatively impact	Bus service
Thanks for helping us to transport us safe	Fare Evasion/Safety/Crime
if you discontinue the g2 ill kill myself and you will all have blood on your hands	Bus Service
I am a manager in NW DC, and employ many associates with low socioeconomic status and limited	
resources. They rely upon the D2 and D6 routes in order to provide clinical care and support services for	
critical health needs. They do not own cars, and no parking is available if they were to obtain cars. If	
these routes are eliminated or even reduced, these individuals will be out of work, and I will not be	
able to hire other associates to provide crucial healthcare services. This would impose undue burden on	
many potential employees and residents.	Bus Service
I would urge Metro not to elimate bus routes that are the only bus route serving a particular	
neighborhood, especially the D6 in Palisades. The D2 in Glover Park is at least complemented by the D1, but the D6 is the only route servicing that neighborhood.	Bus Service
I'm a social worker at MedStar Georgetown. The only buses that go by Georgetown are the D2 and D6.	Busservice
It is VITAL that these lines run not only for staff but for our patients and visitors as well.	Bus Service
The individuals that will be affected by this are in low income and front-line service positions at their	
employer and would have a significant impact on their commute to work and job security if they do not	
have metro transportation and reasonable fare rates.	Fare Evasion/Safety/Crime
I work at Georgetown Hospital. I do not drive. I take the metro from Northeast DC to Georgetown. The	
U4 Is the only bus to get from Sherrif Road to Minnesota Ave Metro. It is a short route but a needed	
route. Public transportation should not be cut around facilities like Hospitals or Schools. Dupont circle	
is the closest DC metro to Georgetown Hospital. and the D6 and D2 are the only buses that come close.	
This would seriously not be good for me as well as for other employees that use public transportation	
to get to work.	Bus Service
D6 and D2 are vital to so many getting to Georgetown University Hospital that work here or need to get	
to the hospital. It would really hurt associates here since parking is especially an issue at our work and	Rus Sanira
many choose to live bus distance away . Send me smart rip with money to pay my fare	Bus Service Fares/Fees/Parking
The D2 and D6 bus routes directly affect patients and associates at Medstar Georgetown University	
Hospital- there is no metro train nearby. Please consider keeping these routes.	Bus Service
Eliminating the G2 will be very bad for students at Georgetown and DC community members	Bus Service
how can the city possibly be considering cutting a bus line that serves a hospital??? (D6)	Bus Service
Please do not eliminate the G2 busline! This is the third time in recent years that you have asked for	
input on this, and the answer is a resounding NO!!! to eliminating the G2. The route is vital to	
Georgetown University students, faculty, staff and visitors. The University is inaccessible by subway,	
and now you want to make it inaccessible by bus as well? This doesn't make any sense. In the first	
place, the bus is primarily used by people who work at the university (or in Georgetown) and come	
from other parts of the city. You are proposing to make working people's commutes significantly longer and less convenient. I work in the Car Barn. With your proposed changes the closest bus stop is 5 or 6	
blocks away from the Car Barn (and 3 or 4 blocks from Healy Gates). There are older people and people	
with disabilities who take the bus and now they would have to walk several blocks from the bus stop to	
get to a major university in the city? I have been on the bus when travelers from other parts of the	
United States or foreign countries are coming to visit Georgetown. Now they have to walk several	
blocks through a neighborhood to get to the campus? Why would a major city make its most	
prestigious university so inconvenient to public transportation? Is your goal to have people stop using	
public transportation? And what about the fact that now everyone who wants to go to Georgetown is	
dropped off on the corner of a residential neighborhood? I don't see how that's good for the	
Georgetown neighbors, especially since many of the people getting off the bus will have no idea where	
they are going. Suddenly there will be flocks of people blocking the intersection of 35th and Q. The G2	
bus connects Georgetown with the rest of the city. Think of the name of the line: Georgetown-Howard.	
That is symbolic. Do not further isolate Georgetown from the rest of the city. The G2 bus benefits	
people from other parts of the city. The 'rich Georgetown residents' never ride the bus. It doesn't	
benefit them. But it does benefit people who work and study and visit Georgetown, and these people are from all walks of life, all parts of the city, and varying levels of physical mobility. It would be a	
shame to cut Georgetown off from them! This is a short-sighted decision that is bad for the city of	
Washington DC, not just Georgetown. PLEASE DO NOT ELIMINATE THE G2 BUSLINE, AND DO NOT	
ELIMINATE THE STOPS AT HEALY CIRCLE AND THE CAR BARN!!!!!!!!!	Bus Service
I prefer service cuts to frequency rather than eliminating lines of service completely. Please do not cut	
the D2, D6, and G2 as that nearly isolates Glover Park and Palisades neighborhoods from transit. I also	
use the 42/43 to get to and from Kennedy Center as it connects to the red line and do not want cuts to	
that service.	Bus Service
The whole point of the metro is to help the citizens commute. Cutting lines is no helping literally	
anyone, you are just making people mad. Increase prices and leave the metro routes how they are.	Bus Service
Stop wasting your funds on cops and fare gates that don?t anything other than punish the people who actually use your service. Increase the service frequency in your NW area bus lines, and make the buses	
	Bus Service
free like you promised. The D2 and D6 busses are imperative to the functionality of MedStar Georgetown University Hospital.	
Not only does this help our patients get to their appointments/leave the hospital after their stay, the	
majority of MGUH associates use these busses to get to and from work. This change is extremely	
concerning to the functionality of MGUH as it would decrease staffing and be unsafe for patients.	Bus Service
Of all of these, the 96 cut, followed by the 42/43/L2 changes are the most impactful to my ability to use	
the system. I am willing to pay more fares to keep the system up.	Fares/Fees/Parking
The D2 and D6 are needed by many students to get too and from school every day, if these buses are	
discontinued, it will negatively impact students? ability to get to school.	Bus Service
Please, please, please just increase the fares. Subsidize them for people who truly can't pay. Keep	
installing higher gates to prevent fare evasion. Cutting service is a horrific idea (coming from someone	
with an advanced degree in public policy analysis).	Fare Evasion/Safety/Crime
Reduction in metro rail is not what this country needs. Highways have not gotten more efficient despite	
massive investments, parking in the DC area has continued to become less available and increasingly	
unaffordable prices. A decrease in rail service makes the city less attractive to tourists and encourages me to move elsewhere.	Earos/Eaos/Parking
me to move elsewhere. SAFETY ! Please invest in safety ! The system is over run by dangerous people fare avoiders	Fares/Fees/Parking Fare Evasion/Safety/Crime
D6 and D2 should not be elimated due to the frequency it used by the community, especially on the	i are Evasion/Sarety/Ullille
fact of its location. Metrorail fares should not be increased to compensate for other areas within the	
metro system.	Bus Service
Please don?t get rid of the D2 I?m not trying to walk to school with big instrument	Bus Service

Comment	Category
Please do not cut the G12 route - it provides a vital - and one of the ONLY links between Old Greenbelt	
and the Greenbelt metro. Many folks in Old Greenbelt do not drive or own cars, and this would be	
extremely detrimental to their ability to get around.	Bus Service
Please do not eliminate the D6 bus - it serves two hospitals in the District and would negatively impact	
access to care for vulnerable populations.	Bus Service
Please keep the D6 route. It drops off in front of both Georgetown and Sibley hospital and is so	
convenient in any area of the city that doesnt have metro access	Bus Service
I am a nurse at the Georgetown hospital and NEED the D2/D6 to get to and from work. Considering the	
fact that bus routes in and out of Georgetown are already limited AND there is no metro train in	
Georgetown, it is crucial for health care workers in DC that these lines remain open.	Bus Service
I do not want service cuts or fare increases - certainly not fare increases for service when it's poor,	
trains are delayed etc. I understand reducing/eliminating routes with low ridership and prefer that	
option first (provided that metro is proactive in its community engagement). If metro fares went up, I	
would take the bus over the rail. I do not have a car, so I don't have many alternatives besides Uber -	
which I've found spotty lately (for the places I go). And it's getting more expensive.	Bus Service
For the nation?s capital it?d be embarrassing not to have a world class transit service. I?m taking this	
survey the day it?s announced the Purple Line is pushed to December 2027. While that?s not a WMATA	
project it speaks to the political will of the DMV to fund transit. I love metro. I want to see it become	
the best it can be. You all keep doing excellent work and hopefully Annapolis and Richmond will wake	Service Levels
If D2 and D6 routes are removed the residents palisades have to means of transportation to get to	
metro or close to downtown and vice versa for residents and employees trying to reach the	
Georgetown Hospital, Sibley Hospital, and the new MacArthur High School.	Bus Service
Need to balance fare increases with service cuts to the extent possible. Also take into consideration	
how service cuts impact the proportion of riders that have transfers (especially on Yellow/Green Line).	
Eventually, when wait times are too long people will abandon transit. It is imperative for the region to	
come up with a comprehensive approach to DEDICATED revenue to support metro service.	Bus Service
I'm tired of routinely paying my higher full fare during rush hour only to watch the lack of enforcement	
of turnstile evaders and vagrants roaming within the system.	Fares/Fees/Parking
I understand the need to economize but cutting or eliminating route negatively impacts those of us	
who are most dependent on rail and bus to live our lives. Without routes as they currently exist, many	
low income workers will it have transportation to work other than private vehicles or ride share both of	
which are expensive. I, for one would not be able to access doctors, family and friends, pharmacies or	
entertainment unless someone was willing to drive me. Like many seniors. I am in a fixed income. I	
don?t want to spend my golden years stuck at home because metro had cut services and raised fares.	
Please take the needs of handicapped and disabled riders into account, as well as those of us who	
depend on the bus and rail everyday. Thank you.	Bus Service
You can't cut service. No way.	Service Levels
They have to change administrators, improve their financial situation by cutting staff, and making work	
efficient.	Operating Budget, Management and Spending
I regularly use the G2 bus to commute to and from work at Georgetown. This is the only convenient	
and reliable bus route to meet my, and many other Georgetown employees' commuting needs,	
and stalls show that the set direct means will be for the Construction of Physics at the Construction of	
especially since there isn't any direct metro rail service into Georgetown. Eliminating the G2 bus route	
	Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work.	Bus Service
	Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take	Bus Service Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of	
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut.	
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to	
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render,	
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart the Huntington metro manager on duty wouldn't let me use restroom	Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant II peed as going out exit and he thought that was so funny! Fat dough dough	Bus Service Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I I peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder	Bus Service Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I I peed as going out exit and he thought that was so funny! Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those	Bus Service Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, i.e: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I I peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory	Bus Service Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I I peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It	Bus Service Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant II peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency of	Bus Service Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refilis on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I I peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory to wards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency of service would put a huge strain on the Metro system. I frequently traveled on Friday afternoons and	Bus Service Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart. The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I I peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency of service would put a huge strain on the Metro system. I frequently traveled on Friday afternoons and Sunday afternoons to and from my parents house in Virginia using the Red Line. Even during arguably	Bus Service Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I I peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency of service would put a huge strain on the Metro system. I frequently traveled on Friday afternoons and Sunday afternoons to and from my parents house in Virginia using the Red Line. Even during arguably non-peak our times, it is still incredibly crowded. It would be downright dangerous to reduce the	Bus Service Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant II peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disater. It is already so crowded during the peak hours, that taking that away while lowering the frequency of service would put a huge strain on the Metro system. I frequently traveled on Friday afternoons and Sunday afternoons to and from my parents house in Virginia using the Red Line. Even during arguably non-peak our times, it is still incredibly crowded. It would be downright dangerous to reduce the frequency of services during peak hours, because people make frantic to get off on their stop, pushing	Bus Service Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, it is station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I I peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency of service would put a huge strain on the Metro system. I frequently traveled on Friday afternoons and Sunday afternoons to and from my parents house in Virginia using the Red Line. Even during arguably non-peak our times, it is still incredibly crowded. It would be downright dangerous to reduce the frequency of services during peak hours, because people make frantic to get off on their stop, pushing people to the floor knocking them down. People's jobs would be impacted if they miss one train and	Bus Service Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldhr let me use restroom when I was pregnant II peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency of service would put a huge strain on the Metro System. I frequently traveled on Friday afternoons and Sunday afternoons to and from my parents house in Virginia using the Red Line. Even during arguably non-peak our times, it is still incredibly crowded. It would be downright dangerous to reduce the frequency of services during peak hours, because people make frantic to get off on their stop, pushing people to the floor knocking them down. People's jobs would be impacted if they miss one train and have to wait 15 minutes, since it would reflect negatively on their commitment to their position.	Bus Service Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I I peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency of service would put a huge strain on the Metro system. I frequently traveled on Friday afternoons and Sunday afternoons to and from my parents house in Virginia using the Red Line. Even during arguably non-peak our times, it is still incredibly crowded. It would be downight dangerous to reduce the frequency of services during peak hours, because people make frantic to get off on their stop, pushing people to the floor knocking them down. People's jobs would be impacted if they miss one train and have to wait 15 minutes, since it would reflect negatively on their commitment to their position. Additionally, many health clinics have a grace period of 15 minutes. If even one hiccup were to happen	Bus Service Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, i.e: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I I peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency of service would put a huge strain on the Metro system. I frequently traveled on Friday afternoons and Sunday afternoons to and from my parents house in Virginia using the Red Line. Even during arguably non-peak our times, it is still incredibly crowded. It would be downright dangerous to reduce the frequency of services during peak hours, because people make frantic to get of fon their stop, pushing people to the floor knocking them down. People's jobs would be impacted if they miss one train and have to wait 15 minutes, since it would reflect negatively on their commitment to their position. Additionally, many healt clinics have a grace period of 15 minutes. If even one hiccup were to happen along their journey (and we all know we need to plan for multiple hiccups, especially when u	Bus Service Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refilis on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I I peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency of service would put a huge strain on the Metro system. I frequently traveled on Friday afternoons and Sunday afternoons to and from my parents house in Virginia using the Red Line. Even during arguably non-peak our times, it is still incredibly crowded. It would be downright dangerous to reduce the frequency of services during peak hours, because people make frantic to get off on their stop, pushing people to the floor knocking them down. People's jobs would be impacted if they miss one train and have to wait 15 minutes, since it would reflect negatively on their commitment to their position. Additionally, many health clinics have a grace period of 15 minutes. If even one hiccup were to happen along their journey (and we all know we need to plan for multipie hiccups, especially when u	Bus Service Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant II peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency of service would put a huge strain on the Metro System. I frequently traveled on Friday afternoons and Sunday afternoons to and from my parents house in Virginia using the Red Line. Even during arguably non-peak our times, it is still incredibly crowded. It would be downright dangerous to reduce the frequency of services during peak hours, because people make frantic to get off on their stop, pushing people to the floor knocking them down. People's jobs would be impacted if they miss one train and have to wait 15 minutes, since it would reflect negatively on their commitment to their position. Additionally, many health clinics have a grace period of 15 minutes. If even one hiccup were to happen along their journey (and we all know we need to plan for multiple hiccups, sepecially when using public transit),	Bus Service Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I I peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency of service would put a huge strain on the Metro system. I frequently traveled on Friday afternoons and Sunday afternoons to and from my parents house in Virginia using the Red Line. Even during arguably non-peak our times, it is still incredibly crowded. It would be downright dangerous to reduce the frequency of services during peak hours, because people make frantic to get off on their stop, pushing people to the floor knocking them down. People's jobs would be impacted if they miss one train and have to wait 15 minutes, since it would reflect negatively on their commitment to their position. Additionally, many health clinics have a grace period of 15 minutes. If even one hiccup were to happen along their journey (and we all know we need to plan for multiple hiccups, especially when using public transit)	Bus Service Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I I peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency of service would put a huge strain on the Metro system. I frequently traveled on Friday afternoons and Sunday afternoons to and from my parents house in Virginia using the Red Line. Even during arguably non-peak our times, it is still incredibly crowded. It would be impacted if they miss one train and have to wait 15 minutes, since it would reflect negatively on their commitment to their position. Additionally, many health clinics have a grace period of 15 minutes. If even one hiccup were to happen along their journey (and we all know we need to plan for multiple hiccups, especially when using public transit), they might have to wait months for another appointment. Those are my two biggest concerns when it comes to the hypothetical proposals, though 1100% understand Metro's need to cut	Bus Service Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldh't let me use restroom when I was pregnant I I peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency of service would put a huge strain on the Metro system. I frequently traveled on Friday afternoons and Sunday afternoons to and from my parents house in Virginia using the Red Line. Even during arguably non-peak our times, it is sitil incredibly crowded. It would be downright dangerous to reduce the frequency of services during peak hours, because people make frantic to get off on their stop, pushing people to the floor knocking them down. People's jobs would be impacted if they miss one train and have to wait 15 minutes, since it would reflect negatively on their commitment to their position. Additionally, many health clinics have a grace period of 15 minutes. If even one hiccup were to happen along their journey (and we all know we need to plan for multiple hiccups, especially when u	Bus Service Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I I peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 Jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency of service would put a huge strain on the Metro system. I frequently traveled on Friday afternoons and Sunday afternoons to and from my parents house in Virginia using the Red Line. Even during arguably non-peak our times, it is still incredibly crowded. It would be downright dangerous to reduce the frequency of services during peak hours, because people make frantic to get off on their stop, pushing people to the floor knocking them down. People's jobs would be impacted if they miss one train and have to wait 15 minutes, since it would reflect negatively on their commitment to their position. Additionally, many health clinics have a grace period of 15 minutes. If even one hiccup were to happen along their journey (and we all know we need to plan for multiple hiccups, especially when using public transit)	Bus Service Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, i.e: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I I peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency of service would put a huge strain on the Metro system. I frequently traveled on Friday afternoons and Sunday afternoons to and from my parents house in Virginia using the Red Line. Even during arguably non-peak our times, it is still incredibly crowded. It would be downright dangerous to reduce the frequency of services during peak hours, because people make frantic to get off on their stop, pushing people to the floor knocking them down. People's jobs would be impacted if they miss one train and have to wait 15 minutes, since it would reflect negatively on their commitment to their position. Additionally, many health clinics have a grace period of 15 minutes. If even one hiccup were to happen along their journey (and we all know we need to plan for multiple hiccups, especially when	Bus Service Bus Service Operating Budget, Management and Spending
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refilis on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ite: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I I peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency of service would put a huge strain on the Metro system. I frequently traveled on Friday afternoons and Sunday afternoons to and from my parents house in Virginia using the Red Line. Even during arguably non-peak our times, it is still incredibly crowded. It would be impacted if they miss one train and have to wait 15 minutes, since it would reflect negatively on their commitment to their position. Additionally, many health clinics have a grace period of 15 minutes. If even one hiccup were to happen along their journey (and we all know we need to plan for multiple hiccups. sepceilally when using public transit), they might have to wait months for another appointment. Those are my two biggest concerns when it comes to the hypothetical proposals, though 1100% understand Metro's need to c	Bus Service Bus Service Operating Budget, Management and Spending
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refilis on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ite: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I I peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency of service would put a huge strain on the Metro system. I frequently traveled on Friday afternoons and Sunday afternoons to and from my parents house in Virginia using the Red Line. Even during arguably non-peak our times, it is still incredibly crowded. It would be impacted if they miss one train and have to wait 15 minutes, since it would reflect negatively on their commitment to their position. Additionally, many health clinics have a grace period of 15 minutes. If even one hiccup were to happen along their journey (and we all know we need to plan for multiple hiccups, especially when using public transit), they might have to wait months for another appointment. Those are my two biggest concerns when it comes to the hypothetical proposals, though 1100% understand Metro's need to cu	Bus Service Bus Service Operating Budget, Management and Spending
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I I peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency for service would put a huge strain on the Metro system. I frequently traveled on Friday afternoons and Sunday afternoons to and from my parents house in Virginia using the Red Line. Even during arguably non-peak our times, it is still incredibly crowded. It would be downright dangerous to reduce the frequency of services during peak hours, because people make frantic to get off on their stop, pushing people to the floor knocking them down. People's jobs would be impacted if they miss one train and have to wait 15 minutes, since it would reflect negatively on their commitment to their position. Additionally, many health clinics have a grace period of 15 minutes. If even one hiccup were to happen along their journey (and we all know we need to plan for multiple hiccups, especially when using public transit	Bus Service Bus Service Operating Budget, Management and Spending Capital Budget
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I I peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 Jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency for service would put a huge strain on the Metro system. I frequently traveled on Friday afternoons and Sunday afternoons to and from my parents house in Virginia using the Red Line. Even during arguably non-peak our times, it is still incredibly crowded. It would be downright dangerous to reduce the frequency of services during peak hours, because people make frantic to get off on their stop, pushing people to the floor knocking them down. People's jobs would be impacted if they miss one train and have to wait 15 minutes, since it would reflect negatively on their commitment to their position. Additionally, many health clinics have a grace period of 15 minutes. If even one hiccup were to happen along their journey (and we all know we need to plan for multiple hiccups, especially when using public transit	Bus Service Bus Service Operating Budget, Management and Spending Capital Budget
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, i.e: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I I peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency of service would put a huge strain on the Metro system. I frequently traveled on Friday afternoons and Sunday afternoons to and from my parents house in Virginia using the Red Line. Even during arguably non-peak our timing peak hours, because people make frantic to get off on their stop, pushing people to the floor knocking them down. People's jobs would be impacted if they miss one train and have to wait 15 minutes, since it would reflect negatively on their commitment to their position. Additionally, many health clinics have a grace period of 15 minutes. If even one hiccup were to happen along their journey (and we all know we need to plan for multiple hiccups, especially when using public transit), they might have to wait months for another appointment. Those are my two biggest con	Bus Service Bus Service Operating Budget, Management and Spending Capital Budget Operating Budget, Management and Spending
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I I peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency of service would put a huge strain on the Metro system. I frequently traveled on Friday afternoons and Sunday afternoons to and from my parents house in Virginia using the Red Line. Even during arguably non-peak our times, it is still incredibly crowded. It would be impacted if they miss one train and have to wait 15 minutes, since it would reflect negatively on their commitment to their position. Additionally, many health clinics have a grace period of 15 minutes. If even one hiccup were to happen along their journey (and we all know we need to plan for multiple hiccups. especially when using public transit), they might have to wait months for another appointment. Those are my two biggest concerns when it comes to the hypothetical proposals, though 1 100% understand Metro's need to cu	Bus Service Bus Service Operating Budget, Management and Spending Capital Budget Operating Budget, Management and Spending
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency of service would put a huge strain on the Metro system. I frequently traveled on Friday afternoons and Sunday afternoons to and from my parents house in Virginia using the Red Line. Even during arguably non-peak our times, it is still incredibly crowded. It would be downright dangerous to reduce the frequency of services during peak hours, because people make frantic to get off on their stop, pushing people to the floor knocking them down. People's jobs would be impacted if they miss one train and have to wait 15 minutes, since it would reflect negatively on their commitment to their position. Additionally, many health clinics have a grace period of 15 minutes. If even one hiccup were to happen along their journey (and we all know we need to plan for multiple hiccups, especially when using public transit),	Bus Service Bus Service Operating Budget, Management and Spending Capital Budget Operating Budget, Management and Spending Bus Service Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, i.e: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I I peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency of service would put a huge strain on the Metro system. I frequently traveled on Friday afternoons and Sunday afternoons to and from my parents house in Virginia using the Red Line. Even during arguably non-peak our times, it is still incredibly crowded. It would be downright dangerous to reduce the frequency of services during peak hours, because people make frantic to get off on their stop, pushing people to the floor knocking them down. People's jobs would be impacted if they miss one train and have to wait 15 minutes, since it would reflect negatively on their commitment to their position. Additionally, many health clinics have a grace period of 15 minutes. If even one hiccup were to happen along their journey (and we all know we need to plan for multiple hiccups, especially when	Bus Service Bus Service Operating Budget, Management and Spending Capital Budget Operating Budget, Management and Spending Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refilis on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, i.e: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I I peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency of service would put a huge strain on the Metro system. I frequently traveled on Friday afternoons and Sunday afternoons to and from my parents house in Virginia using the Red Line. Even during arguably non-peak our times, it is still incredibly crowded. It would be impacted if they miss one train and have to wait 15 minutes, since it would reflect negatively on their commitment to their position. Additionally, many health clinics have a grace period of 15 minutes. If even one hiccup were to happen along their journey (and we all know we need to plan for multiple hiccups, especially when using public transit), they might have to wait months for another appointment. Those are my two biggest concerns when it comes to the hypothetical proposals, though 1100% understand Metro's need to cu	Bus Service Bus Service Operating Budget, Management and Spending Capital Budget Operating Budget, Management and Spending Bus Service Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I I peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hider people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency of service would put a huge strain on the Metro system. I frequently traveled on Friday afternoons and Sunday afternoons to and from my parents house in Virginia using the Red Line. Even during arguably non-peak our times, it is still incredibly crowded. It would be impacted if they miss one train and have to wait 15 minutes, since it would reflect negatively on their commitment to their position. Additionally, many health clinics have a grace period of 15 minutes. If even one hiccup were to happen along their journey (and we all know we need to plan for multiple hiccups, especially when using public transit), they might have to wait months for another appointment. Those are my two biggest concerns when it comes to the hypothetical proposals, though 1 100% understand Metro's need to cut	Bus Service Bus Service Operating Budget, Management and Spending Capital Budget Operating Budget, Management and Spending Bus Service Bus Service
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant II peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would hinder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency fereuory of services during peak hours, because people make frantic to get off on their stop, pushing people to the floor knocking them down. People's jobs would be impacted if they miss one train and have to wait 15 minutes, since it would reflect negatively on their commitment to their position. Additionally, many health clinics have a grace period of 15 minutes. If even one hiccup were to happen along their journey (and we all know we need to plan for multiple hiccups, especially when using public transit), they might have to wait months for another appointment. Those are my two biggest concerns when it comes to the hypothetical proposals, though 1100% understand Metro's need to cut down on costs via staff and vehicles that may or may not be used to their full capacity. Please just d	Bus Service Bus Service Operating Budget, Management and Spending Capital Budget Operating Budget, Management and Spending Bus Service Bus Service Bus Service Miscellaneous
would severely negatively impact myself and others who rely on the G2 bus to get to and from work. I would not bother with my auto refills on my SmartTrip anymore, in favor of saving the money to take more ride shares or rent a bike. My commutes to and from work would be severely impacted if a lot of these bus routes were cut. The metro workers, ie: station managers, bus drivers and train operators are all rude as to everyone and they make really Good money to treat ppl so badly that pay for the service they render, so that it from they smart The Huntington metro manager on duty wouldn't let me use restroom when I was pregnant I I peed as going out exit and he thought that was so funnyl Fat dough dough Not having services, especially the MetroRail services, after midnight is a horrible idea. It would binder people's independence and the accessibility of the city. It would would create a huge problem for those who work 2-4 jobs to support their family in this ridiculous economy. It would surely be discriminatory towards those who struggle financially. I also think the lack of rush hour MetroRail services disaster. It is already so crowded during the peak hours, that taking that away while lowering the frequency of service would put a huge strain on the Metro system. I frequently traveled on Friday afternoons and Sunday afternoons to and from my parents house in Virginia using the Red Line. Even during arguably non-peak our times, it is still incredibly crowded. It would be impacted if they miss one train and have to wait 15 minutes, since it would reflect negatively on their commitment to their position. Additionally, many health clinics have a grace period of 15 minutes. If even one hiccup were to happen along their journey (and we all know we need to plan for multiple hiccups, especially when using public transit), they might have to wait months for another appointment. Those are my two biggest concerns when it comes to the hypothetical proposals, though 1100% understand Metro's need to cut	Bus Service Bus Service Operating Budget, Management and Spending Capital Budget Operating Budget, Management and Spending Bus Service Bus Service

Comment	Category
I'm willing to pay more for clean and safe transit, and right now, both are a crap shoot. If you are going	
to reduce services times, trains have to run on a schedulei.e. I could rely on my train arriving at 10:20 a.m. or, if I miss that, 10:35 a.m. Next Train is okay, but the more time between trains, the more	
reliable it needs to be so people can plan ahead. I have entered at my station when both NextTrain and	
the boards read 'Train leaving in 5 minutes' only to have the train pull out of the station as I'm going up	
the escalator. Then it's anyone's guess when the next will arrive. Parking should be free or reduced at	
furthermost stations on weekends to encourage ridership into the city. Otherwise, it gets nearly as	
expensive as Uber.	Fares/Fees/Parking
please don?t remove D6 :(The only reason L can live in this sity without a car is due to the metro and hus infrastructure. The	Bus Service
The only reason I can live in this city without a car is due to the metro and bus infrastructure. The 31/33 bus line has a very high ridership at all times of day and the route should not be shortened! It	
will highly affect my ability to navigate the city along with hundreds of other NW DC residents! I also	
work at Georgetown Hospital and our staff would be heavily impacted if there were any changes made	
to the D2 and D6 bus lines since there are stops directly in front of our facility. Please continue to	
provide that service so that we can continue to care for our sick and less fortunate citizens. Thank you!	Bus Service
I am so beyond disappointing that these cuts and fare increases and even being considered. I loose 40%	
of my paycheck to taxes, I have to pay for parking and to drive on so many roads, and now I won?t be able to affordably get to work and possibly won?t be able to get to work at all. If you cut the P6, how	
do you suggest I get to work. You can be the one to inform my employer that I will be late to work	
because I have to walk three miles there. It is so evident that this city and the government does not	
care about their residents in any way. I am leaving DC after my lease is up in May. I can barely afford to	
live here after taxes and now it is clear that life here isn?t sustainable. Figure out how to provide public	
transportation to your residents with out punishing them and making their lives worse, it?s your one	Four (Four (Derline
job. These cuts are CRAZY and will make a city that is already going down hill so much worse. These are the	Fares/Fees/Parking
kinds of changes that would make myself and many others who want to support this city and it?s	
economic growth leave entirely. The city government is out of control and it?s quickly becoming	
impossible to live in a place that doesn?t respect its residents? time or money. Get it together, DC,	
before it?s too late.	Bus Service
Fix the gate jumping	Miscellaneous
You absolutely cannot get rid of the D6 and D2 bus routes. They are essential for many workers and	
patients to get to the MedStar Georgetown hospital. I like many people who need the bus don't have a car. I bike when I can, but can't at time especially during the winter months. Without the bus I would	
have no way to get to work. I work in the emergency room and many people on the bus also work	
essential positions. Patients also rely on the bus to get to and from the hospital.	Bus Service
I care most about the orange silver lines metrolines , I care most about service.	Bus Service
Metro should place emphasis on supporting areas where working class and low-income workers are	
located. It is unclear why Metro cannot seems to manage its work within budget and makes the public	
suspicious that there is waste or fraud. We have fewer lines, fewer trains, higher costs than other	
subway systems. I'd rather see more buses and routes than trains, but the bus routes are odd and not sufficient to get folks around the city in a way that makes sense.	Operating Budget, Management and Spending
As a high school student I depend on metro/bus to transport myself. I don?t have anyone to drive me	
to the places I need to be, many times I have to be at Virginia or Maryland or DC due to circumstances	
of life, if the service is cut down it will not only affect me but many people who cannot use a car to get	
to places and have already a very hard commute. Please don?t cut down the service (if nescesary I	
believe that there could be a community event organized, like a concert/performance so that funds	Due Cervier
may be collected to compensate for the shortage) Fare evasion has become so prevalent. It?s been so frustrating and infuriating. Here?s hoping Metro	Bus Service
finds ways to prevent it on Metro buses and Metro rail.	Bus Service
Start actually requiring people to pay for the bus and you would see a change in your shortfalls - maybe	
10% of people who get on the bus pay at this point.	Bus Service
Removing both D2 and G2 bus lines would make traveling to Georgetown very difficult. As a student at	
Georgetown University, I rely on these bus lines to get to and from the campus, since I live off of P	
street. These buses are always packed which shows the high usage of these routes. Removing these lines would severely impact many students' travel time, routes, and travel expenses. Additionally,	
removing both G2 and D2 would make it very hard to travel to and from the Georgetown	
neighborhood broadly. It would make Georgetown even more inaccessible since it doesn't have a	Bus Service
After being told that the metrobus would be free this year, to see a rise in fare prices is absurd. I luckily	
can afford the fares but as alternate transportation is already difficult to come by for lower income	
communities (especially to get to work to then be able to pay those fares), I'm abhorred at the fare	
increases. Additionally, the proposed route changes and cuts for the Metro bus, especially the removal of the G2 bus, would significantly decrease accessibility to and from Georgetown - an area already too	
hard to access via public transit. I work in Georgetown and take the G2 almost every day. Without the	
metro bus, I won't be able to get to work within a reasonable commute unless I take my car - but there	
is such a lack of parking that that is unreasonable. Where there is parking, it is \$15 or more. I barely	
make enough to live month to month. I can't afford to drive to work, pay to park, and then have most	
of my paycheck go to straight back into getting to work again. Outside of the workers in Georgetown,	
students desperately need transit options into downtown DC and other universities. Getting rid of the	
G2 will isolate young adults in a very vulnerable way. I think metro should leave the bus routes alone due to the fact the metro cuts would impact people in	Bus Service
traveling to work and about the metro area. I think metro should leave the bus a because i see metro	
losing more money with the changes.	Bus Service
There are DCPS schools that are ONLY accessible via the G2, D2, or D6. These need to stay.	Bus Service
The Georgetown area is so hard to get to given that it has no metro rail stop so eliminating bus routes	
would make it near impossible! This is a huge detriment for students, hospital staff, and patients who	
rely on the metro buses to get to school/work/the hospital. Glover park already is not well served by public transportation. Getting rid of the D2 would greatly	Bus Service
disadvantage Glover Park residence since we have such little access to public transportation.	Bus Service
The D2 is absolutely essential for Glover Park residents. Eliminating it, or changing the route, would	
severely inhibit my ability to get to work. The transportation options in the neighborhood are already	
very limited, and this route change would completely cut us off from Metro access. I would far rather	
have an increased fare than to have this route eliminated. Please, do not make this change!	Bus Service
Please do not eliminate the d2 and lessen 31/33 lines. Glover park does not have metro rail access and I	
rely on these bus lines to get everywhere, especially work and this would severely inconvenience everyone in the neighborhood. The 33/31 lines are always extremely busy in the morning and evenings	
as many people use them as commuter lines, this change could screw people over.	Bus Service

Comment	Category
An entire DC neighborhood, Glover Park, relies on the D2 and 31/33 routes to commute to work and	
get into downtown. The proposal to cut or limit all three routes is absolutely ridiculous, and would	
result in (1) more remote work, leading to less spending for businesses downtown, and (2) people	
leaving the neighborhood, hurting businesses in a part of town that?s already less trafficked than the	
rest of the city. Do not eliminate the D2 route, it is the only option for those of us that cannot afford	
the high rental prices near Metro stations. To cut an entire neighborhood off from DC public transit	
except for 1 line that doesn?t run very frequently is a complete joke, not even mentioning that the	
combined 31/33 line would become even more crowded and difficult to access than it is now.	Bus Service
It would be devastating to the Glover Park Community if you discontinue the D2. There is no metro in	
the neighborhood, which would make it very difficult to have transportation without a car, which many	
people do not have.	Bus Service
Increase the tickets, enforce people who don?t have tickets, not stop services. It?s common sense!	Service Levels
More bus stops need seating and shelter. The D2, 31, 33 lines are the only way people living in the	
Glover Park area can get anywhere in DC since we have no Metro. Eliminating these buses would	
isolate all of those people!	Bus Service
Eliminating the bus routes will not solve any problems. People use the D2 and 33 lines in order to be	
connected to the rest of the district since there isn't ANY metro stations in the Glover Park and	
Georgetown neighborhoods. It will make the district less accessible and it will be truly unhelpful for	
those routes to be eliminated. Maybe instead of pulling routes that people USE, maybe use the \$526.1	
million budget that was given to the Metropolitan Police department.	Operating Budget, Management and Spending
The D2 route is a vital link in my transportation system. I use it three or four days each week to get to	
Wisconsin Ave on my way downtown. 31 and 33 are critical to getting downtown from stops on	
Wisconsin Avenue and for getting from Foggy Bottom back to Glover Park at night. I would be willing to	
increase my senior rate in order to keep the service.	Bus Service
I currently live in Glover Park, which is mainly serviced by the D2, D6, 33, and 31 buses. This	
neighborhood is infuriatingly difficult to travel in and out of due to not having a metro stop closer than	
an hour away walking. Without the service of these four bus lines, it will be next to impossible for me	
or anyone else in this neighborhood to get anywhere within DC in any sort of timely manner. As it is, I	
already have to travel up to 40-50 minutes to get to my place of work in downtown DC, and this is	
often in the early morning (before 6 am) when traffic is not a factor. Please know that the elimination	
of these bus routes will pose significant hardship upon the people living in this area.	Bus Service
Really disappointed in these proposals- as it will likely disproportionately affect low-income	
communities of color who rely heavily on public transportation to get to their workplaces/to make their	
livelihoods. on top of this, it would be highly off putting to many potential residents of the city and	
deter them away from moving here if the public transportation system is both less frequent, less	
accessible, less connected all while being more expensive.	Fares/Fees/Parking
please do not eradicate the G2, D2, 31, and 33 lines they are the only way folks in Glover Park and	
Georgetown, as well as Georgetown students, can have equitable access to Metro services!!	Bus Service
The service cuts proposal would really over Glover Park. One bus line for an area that already feels	
underserved with public transit options. If anything, could there be an improved bus line that connects	
Glover Park to Red Line stops? Might as well allow the people here to have some option if you're going	
to completely strip away their public transport options East/West	Bus Service
That last question's format was confusing. I prefer fare hikes to service cuts, though I know not	
everyone can afford more expensive fares. Service cuts seems like they'd hurt more people but metro	
should examine post-covid evidence on what would have more negative effects on ridershipprice vs.	Bus Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2,	
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro	Bus Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes.	
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. students and workers need the bus routes, this is very important for us. I am an employee and was a	Bus Service Bus Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard!	Bus Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events	Bus Service Bus Service Bus Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season.	Bus Service Bus Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees.	Bus Service Bus Service Bus Service Rail Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route!	Bus Service Bus Service Rail Service Bus Service Bus Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail	Bus Service Bus Service Bus Service Rail Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions.	Bus Service Bus Service Rail Service Bus Service Rail Service Bus Service Rail Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail Know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without	Bus Service Bus Service Rail Service Bus Service Rail Service Bus Service Rail Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These	Bus Service Bus Service Rail Service Bus Service Bus Service Rail Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is straggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people.	Bus Service Bus Service Rail Service Bus Service Rail Service Bus Service Rail Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations,	Bus Service Bus Service Rail Service Bus Service Bus Service Rail Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you	Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will minimize the impact on people without other options.	Bus Service Bus Service Rail Service Bus Service Bus Service Rail Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will minimize the impact on people without other options. D 2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University	Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Miscellaneous
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will minimize the impact on people without other options. D2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to medical care for vulnerable patients	Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will minimize the impact on people without other options. D2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to medical care for vulnerable patients Massively prefer price increase to service reduction, though I imagine any solution will require some	Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Miscellaneous
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I lope you will minimize the impact on people without other options. D2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to medical care for vulnerable patients Massively prefer price increase to service reduction, though I imagine any solution will require some mixture. Metro service is in such a pleasantly usable place currently, it would be unfortunate to see it	Bus Service Bus Service Rail Service Bus Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise cost. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will minimize the impact on people without other options. D 2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to medical care for vulnerable patients Massively prefer price increase to service reduction, though I imagine any solution will require some mixture. Metro service is in such a pleasantly usable place currently, it would be unfortunate to see it diminished.	Bus Service Bus Service Rail Service Bus Service Additional Service Bus Service Bus Service Bus Service Bus Service Bus Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would fisproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will minimize the impact on people without other options. D2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to medical care for vulnerable patients Massively prefer price increase to service reduction, though I imagine any solution will require some mixture. Metro service is in such a pleasantly usable place currently, it would be unfortunate to see it diminished. Make metro free for all!!!!! And please don't keep the Silver spring metro closed for very long.	Bus Service Bus Service Rail Service Bus Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will minimize the impact on people without other options. D2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to medical care for vulnerable patients Massively prefer price increase to service reduction, though I imagine any solution will require some mixture. Metro service is in such a pleasantly usable place currently, it would be unfortunate to see it diminished. Make metro free for all!!!!! And please don't keep the Silver spring metro closed for very long. If you eliminate the D2 31/33 routes then myself and hundreds of people have no way of getting to our	Bus Service Bus Service Rail Service Bus Service Additional Service Bus Service Bus Service Bus Service Bus Service Bus Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will mimize the impact on people without other options. D2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to medical care for vulnerable patients Massively prefer price increase to service reduction, though I imagine any solution will require some mixture. Metro service is in such a pleasantly usable place currently, it would be unfortunate to see it diminished. Make metro free for all!!!!! And please don't keep the Silver spring metro closed for very long. If you eliminate the D2 31/33 routes the mwyself and hundreds of people have no way of getting to our jobs and our houses. You would leave the entirety of glover park without a bus route running through i	Bus Service Bus Service Rail Service Bus Service Additional Service Bus Service Bus Service Bus Service Bus Service Bus Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will minimize the impact on people without other options. D2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to medical care for vulnerable patients Massively prefer price increase to service reduction, though I imagine any solution will require some mixture. Metro service is in such a pleasantly usable place currently, it would be unfortunate to see it diminished. Make metro free for all!!!!! And please don't keep the Silver spring metro closed for very long. If you eliminate the D2 31/33 routes then myself and hundreds of people have no way of getting to our jobs and our houses. You would leave the entirety of glover park without a bus routerunning through	Bus Service Bus Service Rail Service Bus Service Additional Service Bus Service Bus Service Bus Service Bus Service Bus Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will minimize the impact on people without other options. D2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to medical care for vulnerable patients Massively prefer price increase to service reduction, though I imagine any solution will require some mixture. Metro service is in such a pleasantly usable place currently, it would be unfortunate to see it diminished. Make metro free for all!!!!! And please don't keep the Silver spring metro closed for very long. If you eliminate the D2 31/33 routes then myself and hundreds of people have no way of getting to our jobs and our houses. You would leave the entirety of glover park without a bus router unning through	Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service Rail Service Rail Service Rail Service Rail Service Rail Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will minimisted the impact on people without other options. D2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to medical care for vulnerable patients Massively prefer price increase to service reduction, though I imagine any solution will require some mixture. Metro service is in such a pleasantly usable place currently, it would be unfortunate to see it diminished. Make metro free for all!!!!! And please don't keep the Silver spring metro closed for very long. If you eliminate the D2 31/33 routes then myself and hundreds of people have no way of getting to o ur jobs and our houses. You would leave the entirety of glover park without a bus route running thro	Bus Service Bus Service Rail Service Bus Service Additional Service Bus Service Bus Service Bus Service Bus Service Bus Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will minimize the impact on people without other options. D 2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to medical care for vulnerable patients Massively prefer price increase to service reduction, though I imagine any solution will require some mixture. Metro service is in such a pleasantly usable place currently, it would be unfortunate to see it diminished. Make metro free for all IIII And please don't keep the Silver spring metro closed for very long. If you eliminate the D2 31/33 routes then myself and hundreds of people have no way of getting to our jobs and our houses. You would leave the entirety of glover park without a bus router running throu	Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service Rail Service Rail Service Rail Service Rail Service Rail Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will minimize the impact on people without other options. D2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to service reduction, though I imagine any solution will require some mixture. Metro service is in such a pleasantly usable place currently, it would be unfortunate to see it diminished. Make metro free for all!!!!! And please don't keep the Silver spring metro closed for very long. If you eliminate the D2 31/33 routes then myself and hundreds of people have no way of geting to our jobs and our houses. You would leave the entirety of glover park without a bus router running through it and it is reprehensible that in a city that?s trying to revitalize i	Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service Rail Service Rail Service Rail Service Rail Service Rail Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail Know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will minimize the impact on people without other options. D2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to medical care for vulnerable patients Massively prefer price increase to service reduction, though I imagine any solution will require some mixture. Metro service is in such a pleasantly usable place currently, it would be unfortunate to see it diminished. Make metro free for all!!!!! And please don't keep the Silver spring metro closed for very long. If you eliminate the D2 31/33 routes then myself and hundreds of people have no way of getting to our jobs and our houses. You would leave the entirety of glover park without a bus route running through i	Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service Rail Service Rail Service Rail Service Rail Service Rail Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will minimize the impact on people without other options. D2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to medical care for vulnerable patients Massively prefer price increase to service reduction, though I imagine any solution will require some mixture. Metro service is in such a pleasantly usable place currently, it would be unfortunate to see it diminished. Make metro free for all!!!!! And please don't keep the Silver spring metro closed for very long. If you eliminate the D2 31/33 routes then myself and hundreds of people have no way of getting to our jobs and our houses. You would leave the entirety of glover park without a bus route running through	Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service Rail Service Rail Service Rail Service Rail Service Rail Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise cost. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will minimize the impact on people without other options. D 2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to medical care for vulnerable patients Massively prefer price increase to service reduction, though I imagine any solution will require some mixture. Metro service is in such a pleasantly usable place currently, it would be unfortunate to see it diminished. Make metro free for allIIII And please don't keep the Silver spring metro closed for very long. If you eliminate the D2 31/33 routes then myself and hundreds of people have no way of getting to our jobs and our houses. You would leave the entirety of glover park without a bus route running through	Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service Miscellaneous Bus Service Rail Service Rail Service Bus Service Bus Service Rail Service Bus Service Bus Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will minimize the impact on people without other options. D2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to medical care for vulnerable patients Massively prefer price increase to service reduction, though I imagine any solution will require some mixture. Metro service is in such a pleasantly usable place currently, it would be unfortunate to see it diminished. Make metro free for all!!!!! And please don't keep the Silver spring metro closed for very long. If you eliminate the D2 31/33 routes then myself and hundreds of people have no way of getting to our jobs and our houses. You would leave the entirety of glover park without a bus route running through	Bus Service Bus Service Rail Service Bus Service Rail Service Rail Service Coperating Budget, Management and Spending
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will minimize the impact on people without other options. D2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to medical care for vulnerable patients Massively prefer price increase to service reduction, though I imagine any solution will require some mixture. Metro service is in such a pleasantly usable place currently, it would be unfortunate to see it diminished. Make metro free for all!!!! And please don't keep the Silver spring metro closed for very long. If you eliminate the D2 31/33 routes then myself and hundreds of people have no way of getting to our jobs and our houses. You would leave the entirety of glover park without a bus route running through	Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service Miscellaneous Bus Service Rail Service Rail Service Bus Service Bus Service Rail Service Bus Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will minimize the impact on people without other options. D2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to medical care for vulnerable patients Massively prefer price increase to service reduction, though I imagine any solution will require some mixture. Metro service is in such a pleasantly usable place currently, it would be unfortunate to see it diminished. Make metro free for allI!!!! And please don't keep the Silver spring metro closed for very long. If you eliminate the D2 31/33 routes then myself and hundreds of people have no way of getting to our jobs and our houses. You would leave the entirety of glover park without a bus route running through	Bus Service Bus Service Rail Service Bus Service Rail Service Bus Service Bus Service Bus Service Rail Service Bus Servi
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will minimize the impact on people without other options. D 2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to medical care for vulnerable patients Massively prefer price increase to service reduction, though I imagine any solution will require some mixture. Metro service is in such a pleasantly usable place currently, it would be unfortunate to see it diminished. Make metro free for all!!!!! And please don't keep the Silver spring metro closed for very long. If you eliminate the D2 31/33 routes then myself and hundreds of people have no way of getting to our jobs and our houses. You would leave the entirety of glover park without a bus router running throu	Bus Service Bus Service Rail Service Bus Service Rail Service Rail Service Coperating Budget, Management and Spending
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will minimize the impact on people without other options. D2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to medical care for vulnerable patients Massively prefer price increase to service reduction, though I imagine any solution will require some mixture. Metro service is in such a pleasantly usable place currently, it would be unfortunate to see it diminished. Make metro free for all!!!!! And please don't keep the Silver spring metro closed for very long. If you eliminate the D2 31/33 routes then myself and hundreds of people have no way of getting to our jobs and our houses. You would leave the entirety of glover park without a bus route running through	Bus Service Bus Service Rail Service Bus Service Rail Service Bus Service Bus Service Bus Service Rail Service Bus Servi
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will mimize the impact on people without other options. D2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to medical care for vulnerable patients Massively prefer price increase to service reduction, though I imagine any solution will require some mixture. Metro service is in such a pleasantly usable place currently, it would be unfortunate to see it diminished. Make metro free for all IIII And please don't keep the Silver spring metro closed for very long. If you eliminate the D2 31/33 routes then myself and hundreds of people have no way of getting to our jobs and our houses. You would leave the entirety of glover park without a bus route running through i	Bus Service Bus Service Rail Service Bus Service Rail Service Bus Service Bus Service Bus Service Rail Service Bus Servi
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise cost. These proposed changes would disproportinately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will minimize the impact on people without other options. D 2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to medical care for vulnerable patients Massively prefer price increase to service reduction, though I imagine any solution will require some mixture. Metro service is in such a pleasantly usable place currently, it would be unfortunate to see it diminished. Make metro free for allIIII And please don't keep the Silver spring metro closed for very long. If you eliminate the D2 31/33 routes then myself and hundreds of people have no way of getting to our jobs and our houses. You would leave the entirety of glover park without a bus route running through i	Bus Service Bus Service Rail Service Bus S
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will minimize the impact on people without other options. D 2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to medical care for vulnerable patients Massively prefer price increase to service reduction, though I imagine any solution will require some mixture. Metro service is in such a pleasantly usable place currently, it would be unfortunate to see it diminished. Make metro free for all!!!!! And please don't keep the Silver spring metro closed for very long. If you eliminate the D2 31/33 routes then myself and hundreds of people have no way of getting to our jobs and our houses. You would leave the entirety of glover park without a bus router running throu	Bus Service Bus Service Rail Service Bus Service Rail Service Bus Service Rail Service Bus Service Miscellaneous Bus Service Rail Service Bus Service
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will minimize the impact on people without other options. D2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to medical care for vulnerable patients Massively prefer price increase to service reduction, though I imagine any solution will require some mixture. Metro service is in such a pleasantly usable place currently, it would be unfortunate to see it diminished. Make metro free for all!!!! And please don't keep the Silver spring metro closed for very long. If you eliminate the D2 31/33 routes then myself and hundreds of people have no way of getting to our jobs and our houses. You would leave the entirety of glover park without a bus route running through	Bus Service Bus Service Rail Service Bus S
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will minimize the impact on people without other options. D2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to medical care for vulnerable patients Massively prefer price increase to service reduction, though I imagine any solution will require some mixture. Metro service is in such a pleasantly usable place currently, it would be unfortunate to see it diminished. Make metro free for all!!!!! And please don't keep the Silver spring metro closed for very long. If you eliminate the D2 31/33 routes then myself and hundreds of people have no way of getting to our jobs and our houses. You would leave the entirety of glover park without a bus route running through	Bus Service Bus Se
I live in a part of Glover Park with very few transit options, and the proposed plan eliminates the D2, and reduces the 33 which are my only ways to get downtown via metro please do not eliminate the D6 and D2 routes. Students and workers need the bus routes, this is very important for us. I am an employee and was a student and getting to GU is already hard! Hopefully regional parties assist for all of their residents that take metro daily or for special events these cuts will also affect them especially as we hit Baseball season. Removing the D2/G2 bus rounds would have a serious impact on Georgetown University employees. Please reconsider cutting this route! Serve neighborhoods that are from from metrorail I know that DC is struggling right now, so I am even more disappointed in these proposed actions. Cutting down on public bus transportation, especially in areas without much transport already (without metro stops), is one of the best ways to drive more people out of the city and raise costs. These proposed changes would disproportionately affect low-income people. Public transit most benefits the public when it runs sufficiently often, to a wide variety of locations, with very little downtime, and is very affordable. If you have to screw with people?s lives, I hope you will minimize the impact on people without other options. D2 and D6 elimination will significantly decrease patient access to MedStar Georgetown University Hospital and be detrimental to access to medical care for vulnerable patients Massively prefer price increase to service reduction, though I imagine any solution will require some mixture. Metro service is in such a pleasantly usable place currently, it would be unfortunate to see it diminished. Make metro free for allill!! And please don't keep the Silver spring metro closed for very long. If you eliminate the D2 31/33 routes then myself and hundreds of people have no way of getting to our jobs and our houses. You would leave the entirety of glover park without a bus route running through	Bus Service Bus Service Rail Service Bus Service Bus Service Bus Service Bus Service Bus Service Rail Service Rail Service Bus

Max notes one and effected by the proposal one way as more transmission of the start of the star		
use arrang metale a mit Core branks of his expect here are a sole in a metabel base in the area of the	Comment	Category
errors are caller ordered. You The part length under to work the set of U. e. my dense D. Consequent and Spending. We called a set of an experiment of the set of U. e. the set of U. e. my dense D. Consequent and Spending. For experiment of the set of U. e. the set of U. e. the set of U. e. my dense D. Consequent and Spending. For experiment of the set of U. e. the set of U.	All bus routes I use are affected by this proposal one way or another (especially D2, D6, G2, 31, 33). D1	
bit de la de	was already eliminated with COVID budget cuts, and now, D2 is essential for me to access Metrorail. If	
Meter is a provider in a processing of the program with a feet of the set of the meter balance is a meter of the provider information is a meter balance is a meter of the provider information is a meter balance is a meter of the provider information is a meter balance is a meter of the provider information is a meter balance is a meter of the provider information is a meter balance is a meter of the provider information is a meter balance is a meter of the provider information is a meter balance is a meter of the provider information is a meter balance is a meter of the provider information is a meter balance is a meter of the provider information is a meter balance is a meter of the provider information is a meter balance is a meter of the provider information is a meter balance is a meter of the meter balance is a meter of the meter balance is a meter of the meter balance is a meter balance is a meter of the meter balance is a meter balance is a meter of the meter balance is a meter balance is meter balance is a meter balance is meter		
air rakes do rakes upper la during parties do rakes are the series mines. How h		Operating Budget, Management and Spending
Speed community or other funding basics can advec the overfit Optilal target Speed community or other funding basics can advec the overfit basics of the overfit basics of the overfit basics of the overfit basics and the overfit basics of the overfit basi		
Min is a public in the public in the public in the provide and the medicine in the public in the provide in the public in the provide in the public in the provide in the p		Canital Budget
stade in a decident in decident, which experts the sport who we need = 0.0. The has a for a sport and register in a formation of the sport of hold C right. Leng was the sport of hold C right and particle in the sport of hold C right. Leng was the sport of hold C right and particle in the sport of hold C right. Leng was the sport of hold C right and particle in the sport of hold C right. Leng was the sport of hold C right and particle in the sport of hold C right. Leng was the sport of hold C right in the sport of hold C right. Leng was the sport of hold C right in the sport of hold C right in the G reng was the sport of hold C right in the sport of hold C right in the G reng was the sport of hold C right in the sport of hold C right in the G reng was the sport of hold C right in the sport of hold C right in the G reng was the sport of hold C right in the sport of hold C right in the G reng was the sport of hold C right in the sport of hold C right in the G reng was the sport of hold C right in the sport of hold C right in the G reng was the sport of hold C right in the sport of hold C right in the G reng was the sport of hold C right in the sport of hold C right in the G reng was the sport of hold C right in the sport of hold C right in the sp		
 biox 2-bo guide and bioxing unce gange of metro and bios. Set of the set of		
In four the properties whethere wh	Vision Zero goal and forcing more people off metro and buses and into private vehicles will only	
needed need need need need need need ne	exacerbate the issue of traffic deaths. The solution here is to not cut service or increase wait times, but	
hang offent for data well. Add has not taking and well and well and an appendix of traffic in the DL menor tegin the WMAT want to be another data well and the DL menor tegin of the WMAT well and the DL menor tegin of the WMAT well and the DL menor tegin of the WMAT well and the DL menor tegin of the WMAT well and the DL menor tegin of the UL menor tegin of the WMAT well and the DL menor tegin of the UL menor tegin	to fund the system adequately so that it can serve the people of the DC region. Long wait times and	
MMA has not behaving carry web and prove proposed. What is messing in the WMA haven to increase or expendious and crosses the annual of the term converse and crosses the annual of the term converse and crosses the annual term converses the term converse and crosses the annual term converses the term converse and crosses the annual term converses the term converse the term co	increased fares means I either won?t take metro or I will jump turnstiles, something I would expect	
ncrease or approximation of events in a monit of events in a boot in a constraint in the CO matery region. In disc or approximation in a constraint in the CO matery region. In disc or approximation in a constraint in the constraint	,	Bus Service
sader Tate with you is engine grant, and the same at extreme time with inditions and		
ncrease in the cot to our a con May support on the back to consolution reasons. And people why work MATA interestinging the staging the to support and work Print, you subset of to build the stage back to build the stage ba		
ait before convert. at like taking the base here pre-environment and relaxes the read onlow. We work to dimense the 2 and combine 2 and 2 bits in the number 1 for one work to dimense the 2 and combine 2 and 2 bits in the number 1 for one work to dimense the 2 and combine 2 and 2 bits in the number 1 for one 2 bits in the 2 bits in the number 1 for one 2 bits in the number 1 for one 2 bits in the 2 b	, , , , , , , , , , , , , , , , , , , ,	
Why waid Wat in interiorally right harm the region transport research 7 Percey waid integets the second 7 Percey wait in the research of the second 7 Percey wait in the research of the second 7 Percey wait in the research of the second 7 Percey wait in the research of the second 7 Percey wait in the research of the second 7 Percey wait in the research of the second 7 Percey wait in the research of the second 7 Percey wait in the research of the second 7 Percey wait in the research of the second 7 Percey wait in the research of the second 7 Percey wait in the research of the second 7 Percey wait in the research of the second 7 Percey wait in the research of the second 7 Percey wait in the research of the second 7 Percey wait is the research of the re		
betain name in any approve any	Why would WMATA intentionally try to harm the region's transport network? First, you eliminate the	
sa support of anne but sheer day, was 20 minutes lark? And row you want to transfer sources of the property accounty to one mess with it. Should, you day are to quick to solve the field as the foll or aphy is accounty in one mess with it. Should, you day are to quick to solve the server of a solve to account of a solve to the top server of a solve to account of a solve to the top server of a solve to account of a solve to the top server of a solve to account of a solve to the top server of a solve to account of a solve to the top server of a solve to account of a solve to the top server of a solve to account of a solve to the top server of a solve to account of a solve to the top server of a solve to account of a solve to the top server of a solve to account o	D1, now you want to eliminate the D2 and combine 31 and 33. That is too much! Too often, WMATA	
suesof Transies the type too time consuming and too unpreliable. No basks. Good transportation is include the Circopy execution, but is the strain of the only spect too goins to say the strain of transportation is writen through services on interest. In the circopy execution of the strain of the only spect too goins that the strain of transportation is writen through services on interest. In the strain of the strain of the strain of the only spect too goins in the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain strain strain strain strain strain strain of the strain st	decision makers do not use the service they provide. When is the last time you waited for a bus that	
strikul to the Cregion's sciencery, Do not me's with I. Failu, you only gave the option to solve the Model of the Service of increasing dark to solve the option to solve the Model of the Service of increasing dark to solve the Model of the Service of Increasing dark to solve the Model of the Service of Increasing dark to solve the Model of the Service of Increasing dark to solve the Model of the Service of Increasing dark to solve the Model of the Service of Increasing dark to solve the Model of the Service of Increasing dark to solve the Model of the Service of Increasing dark to solve the Model of the Service of Increasing dark to solve the Model of the Service of Increasing dark to solve the Model of the Service of Increasing dark to solve the Increasing dark to solve the Model of the Service of Increasing dark to solve the Model of the Service of Increasing dark to solve the Model of the Service of Increasing dark to solve the Model of the Service of Increasing dark to solve the Model of the Service of Increasing dark to solve the Model of the Service of Increasing dark to solve the Model of the Service of Increasing dark to solve the Model of the Service of Increasing dark to solve the Model of the Service of Increasing dark to solve the Model of the Service of Increasing dark to solve the Model of the Service of Increasing dark to solve the Model of the Service of Increasing dark to solve the Model of the Service of Increasing dark to solve the Model of the Service of Increasing dark to solve the Model of the Service of Increasing dark to solve the Model of the Service of Increasing dark to solve the Model of the Model dark to solve the Model of the Service of Increasing dark to solve the Model of the Model dark to solve the Mod	was supposed to arrive but never did, or was 20 minutes late? And now you want us to transfer	
side in producing sonce or increasing tens, "tou kow thois are not the only options." I want rather so this in bord of any increase in walt there or costs to also sonce any product any option and in a low text production in the sonce increase sonce any product any option and in a low text production in the sonce increase sonce any product any option and increase in the any product costs to also sonce any product any option and increase in the any product costs to also sonce any product any option and increase in the any product costs to also sonce any product any option any option any option any option any option and in the any option	busses? That makes the trip too time consuming and too unreliable. No thanks. Good transportation is	
ee a region transportation tax where funding is earnanged for tox and metro. In this of a work of the source funding is earnanged for tox and metro. In this of the source funding is earnanged for tox and metro. In this of the source funding is earnanged for tox and metro. In this of the source funding is earnanged for tox and metro. In the source funding is earnanged for tox and metro. In the source funding is earnanged for tox and metro. In the source funding is earnanged for tox and metro. In the source funding is earnanged for tox and metro. In the source funding is earnanged for tox and metro. In the source funding is earnanged for tox and metro. In the source funding is earned in the sour		
bits in theory of any increase in walk time or dots to togo Miceleaneus bits deed on thom set hours or frequency of a larvice specifyin downtown areas. Whereareas a specific dots are specific dots areas areas areas and togo Bits deed and thom set hours or frequency of a larvice specific dots areas areas areas and togo and the paper larvice areas areas and togo and the larvice areas and togo areas areas areas areas areas areas and togo areas areas areas and togo areas		Pur Sonico
Head on Trichang: the bours of requestry of reliances especially in downtown areas. More trains down especially in the bours of requestry of reliances especially in downtown areas. More trains down especially in the bours of requestry of reliances especially in downtown, going a set or the train or account of the set		
ind more departs average is better than no service. Candider branging back runch hour fores over deficient al of providing runch hour service. Consider of growiding runch hour service. How regenetic service is better than no service. Candider branging back runch hour fores of the runces were due to a to de over due to the service is board wind if fores a the runces better due to a service due to the service is board wind if fores a the runces better due to a service due to a service due to a the runces better due to a service due to a service due to a the runces better due to a service		
More approximation service, is better than no service. Consider bringing back runk hrund from to cover determined a larcely exceedingly expensive. The 9 miles from my workplace and 11 took meto to work workplace is a larcely exceedingly expensive. The 9 miles from my workplace and 11 took meto to work here and any decrease rule work. Schollment the metose and workplace is a more than the second to work of the 10 miles of t	and more downtown stops.	Bus Service
Wetcraft already exceedingly appendixe. The 9 miles from my welplace and II took meters to welk Image: Control of	More expensive service is better than no service. Consider bringing back rush hour fares to cover	
very duy it would on the version of the second of the seco	additional cost of providing rush hour service.	Fares/Fees/Parking
end of where the effects of the top is not outs that and grown outputs to any workplace in decreptions and on the first service cuts. Now are poiles services to a cuts there pairs of the dry that are alleady underserved by public transft? Finding service at 20pm 7 day/week would be services any point of earls, successful of top. that are alleady underserved by public transft? Finding service at 20pm 7 day/week would be services and top on the set all. Week top on the services and the servi		
seegeton are on the list for service cits. How are people suppored to access these parts of the city has a neardy underserved ty public transiti? Tading service and tools on concer, or don't other i define the welfer value as an option, An access bublic transiti stating is oning event would to long the welfer value as an option, An access bublic transiti define that is an event would to long the present would be defined to the city is an option. An access bublic transiti and off off ther idefine that runs near my hous, but i really value that ther is a public defined to the city is an option of the present well to sometimes use it. If the R12 bus gees any there well beta city. Len option of the present well to sometimes use it. If the R12 bus gees any there well but city city and to my of the 3 Metrical stations, that the R12 bus gees any there well but city city and the set is related with the R12 bus gees any there well but city city and the set is related with the R12 bus gees any there well but city city and the set is related with the R12 bus gees and the present well but the hougher? together III but the transition is fundamental; we will find the budger? together III but the transition is fundamental; we will find the budger? together III but the transition is fundamental; we will find the budger? together III but define for funding for public transportation, but unable service on weekens. Dute filling to a source to the meter stating well and the service on weeklays and the service on weekens. Dute filling the Sould and with the Nub the setvice on weeklays and the service on weekens. Dute filling but source to the well but the stating with the side of the access and with the setvice on the service on transportation. We well and the the eer that how the the eerst and with the set of the access and well bub the access a		
ha are aday underserved by public transit? Ending served at 12m 7 4gw/veek would be divergenting at our end yes ending an ending downtown, gent to aconert, or aday aday to aconert, or aday aday to aconert or aday aday to aconert or aday aday to aconert or aday aday to acone the aday aday to a served an aday to a served an aday aday aday aday aday aday aday		
detimental to the city's economy. Those specing an evening downtow, going to a concert, or standing sporting events would no longer how Nettroral is an option. An accessible public transit of cont ofter in die har to the specing in my neighborhood (Berwyn Hights College Park States/Travo) to any of the 3 Metrorali stations that the R12 bus gees any there will be zero, Len opulic transportation park of the specing in my neighborhood (Berwyn Hights/College Park States/Travo) to any of the 3 Metrorali stations that the R12 bus gees any there will be zero, Len opulic transportation and to the specing in my neighborhood (Berwyn Hights/College Park States/Travo) to any of the 3 Metrorali stations that the R12 bus gees any there will be zero, Len opulic transportation. Dravo and the 3 Metrorali stations that the R12 bus gees any metroralis and cards for the probability transportation that he R12 bus gees any station and the specing for public transportation. Dravo and the bidge? Together III metroralis and cards for the states/Travel and the metroralis and the face working. The probability for public transportation, the M28 bus dees to any the face working. The probability for public transportation, thould's the source on weekerks. Dust Ellington School and Hardy Middls School would be servered affected, as would access to corregion of the face probability handly. The specifies of any specifies and vision and the probability for public transportation. Not the be correly affected, as would access to corregion of the metrory based. Outside of hand how the be correly affected, as would access to correly and the metrory based. The shard how the the correly affected, as would access to correly and the metrory based. The shard how the be correly affected, as would access to correly and the metrory based on advected the correling are times they are les faquented. The probability far advected they would and whole the correling and the shard how they be correly affected, as would access to correly and the topic base are anon t		
 statedding sporting events would no longer have. Metorial as a notion. An accessible public transit, we sport the subsection of a safe, successibility of the state in the subsection. An accessible public transportation but stops near my house, but i really value that there is a public transportation. The subsection of the subsection of the subsection of the subsection. An accessible public transportation but stops near my house, but i really value that there is a public transportation. The subsection of the subsection of the subsection of the subsection of the subsection. The subsection of the subsection		
ystem is oimportant for a site, successful dity, diron't perior die NE2 Metrolous that sops neur my house, but I really value that there is a public indro petin die NE2 Metrolous that sops neur my house, but I really value that there is a public like berzoi. En opublic transportation mer ne to take people in my neighbordool (Berwyn Heightz/Cloge Park Estates/Parcew) to any of the 3 Metroral stations that the 12 bus senses any there is dis the real sense of the remote tike sponsorship. Or you need toge things specially train ways and cards for remote like sponsorship. Or you need toge things specially train ways and cards for remote like sponsorship. Or you need toge things specially train ways and cards for remote like sponsorship. Or you need toge things specially train ways and cards for remote like sponsorship. Or you need toge things specially train ways and cards for remote like sponsorship. Or you need toge things specially train ways and cards for remote like sponsorship. Or you need toge that special train bit transportation is findmental: we will find the budget? togetherf!! Captal Budget. Management and Spending Betring for the C12 route would craste a hardship traveling to and now work weed more finding for public transportation, not itse. Public transportation should's be some weed more findings scheen al with almost unusable service on weeddays and no service on weedensch. Duce lightings scheen al weid spatients and segretom on weekers. a Georgetom University Hogatia and Siley Hopatia, all etters tark at weil as patients and vistors. Begolaris tabe busces and to alk weil dire teres in the uide hous bus weils gertoreship. Begolaris buscues and that dire teres and the uide in Glower Park and Budget and escretom weekers. Duce lighting hor the side of the as arrealing at times the uide hord hous elighting that weils as before the uide for the hord train at times the uide commune, bus sub scale is the the obstone bus buscues is the hord buscues is the metaleshone the uide of the as		
irangonzian bus that runs ner my house, and to sometimes user. It rifte R12 bus goes away their lieghts/College Park Extates/Parow) to any of the 3 Metrorall stations that R12 bus sores. It huis harks are all same. Maybe you need other lines of revenue like sponsorship. Or you need to give things specially train ways and cards for hearty blosses mited like sponsorship. Or you need to give things specially train ways and cards for hearty blosses mited like sponsorship. Or you need to give things specially train ways and cards for hearty blosses mited like sponsorship. Or you need to give things specially train ways and cards for hearty blosses mited like sponsorship. Or you need to give things specially train ways and cards for hearty blosses mited like sponsorship. Or you need to give things specially train were and meet funding for public transportation, not less. This is and Georgeomon should the some money-making scheme. It should be an essential arevice, and an investment in our community. Carded gain cur off Givee Park, Weiley Heights and Georgeomon from public transportation. We would end up with almost unusable service on weedays and no service on weedans the fundiphoted and whole there erating are terting are like in gain erating for sponsors. It meedanses that are less for quint the source of weedanses that like should be an essential arevice in setting as traines that are less for quint the source of metrors is highly unprofessional and transportation. We would end the setting to the side to WAATA fullier to provide weedanses that like should be setting to the side of the statomers. The source of metrors is highly unprofessional and visitors. I gain are beedings the resident like in Gioere Park and studying in Georgetown University. I to for any or are in the resident like in Gioere Park and studying in Georgetown University. I to for any or are in the resident like in do neer are for any of the setting to toomy are are in the neerside were high on the differ the should be are were	system is so important for a safe, successful city.	Bus Service
will be zero. Le no public transportation near me to take people in my neighborhood (Reny	I don't often ride the R12 Metrobus that stops near my house, but I really value that there is a public	
Height/College Park Extate//arrow) to any of the 3 Metrorall stations that the R12 bus service in Waybe you need other lines of revenue like sponsorship. Cryou need to give things specially train ways and cards for hearly bussen life likes in stations that the R12 bus special train ways and cards for hearly bussen life likes in stations that the R12 bus special train ways and cards for hearly bussen life likes in stations that the R12 bus special train ways and cards for hearly bussen life likes in stations that the R12 bus special train ways and cards for hearly bussen life likes in stations that the R12 bus special setting of the G12 route would create a hardbip traveling to and from work were drawer funding for public transportation, not less and an investment in our community. In exprosing subsert life likes in a floarge train from public transportation. We would end up with almost unsable service on weekdays and no service on weekends. Subset liftiggins School and Hardbip Hardbig and George train from public transportation. We would end up with almost unsable service on weekdays and no service on weekends. Subset liftiggins School and Hardbig Hardbig and George train week and waith set are less frequented, morning and exensings they are absolutely packed. Outside of nuch hour they become unreliable and hus people choose ther means of Trainsportation, but this due to WARTB foilure to provide service and than citing lack of use as reason to cut service off entirely is highly unprofessional and transportable. In the resident live in Glover Park and dus/ing in George town. University - 1 Bus Service liss Service liss Service liss Service liss Service liss service liss of the diff or the diff. In the are no metro service neet the community, 21 is the only service and than citing lack of use as reason in out service neet the community, 21 is the only and regord big (find), and ond diff big (find)	transportation bus that runs near my house, and I do sometimes use it. If the R12 bus goes away there	
buts's rais shame. Bus Service Waye you need other lines of revenue like sponsorhip. Or you need to get things specially the sponsorhies in diculous. Stop the fare evasion. Fare Evasion/Safety/Crime Sponsor Cut service lines Bus Service Bus Service Sponsor Sponso		
Waybe you need other lines of revenue like sponschip. Or you need to give things specialty train ways and cards for hearty blass of revenue like sponschip. Or you need to give things specialty train ways and cards for hearty blass. Fare Evasion/Safety/Crime Dan? to us service lines Use Service Use Service Determine of for dubit cransportation, not level bubget? 2 together[11] Operating Budget, Management and Spending Determine of the dubit cransportation, not level bubget? 2 together[11] Operating Budget, Management and Spending Pare edmone (Inding for public transportation, not level Park, Weldy Heights and Goorgether for outpuic transportation, well ways and no service on weekdays and no service on weekdays and no service on weekdays and no service on the size of the size of the service of the service on the origin of the size of the service of th	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn	
wraps and cards for cherry blosom festival. I think raising the fees is ridiculous. Sog the fare evasion. Fare Evasion/Starty(Crime Diversion Di	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think	Bur Senire
Ubic transportation is fundamenta; we will find the budget? together!!! Operating Budget, Management and Spending Setting ind of the C12 route would create a hardship transportation for work Bus Service We need more funding for public transportation, not less. Public transportation is mountly. Capital Budget The proposal's would again cut off Glover Park, Weiley Heights and Georgetown from public transportation. We would and up with almost unusable service on weekleds. Duke Ellington School and Hardy Middle School would be severely affected, as would access to Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visions. I geopatric those are into service on than Mark S failure to provide end up with almost unusable service on weeklends. Duke Ellington School and wheit there certainly are little in this due to twick Streugented, would access to ther meas of transportation. What his due to twick MAR S failure to provide end up with almost unusable. Capital Budget Bio Service on Mana Stiley Hospital, affecting staff as well as patients and visions. I way appel die not eliminate the 22 bus because it is the only bus will go through Glover Park, and many people like as eas cont ocut services of the Community. 2015 the only convenient public transportation, we can choose. We are relying on it to commute, get to the Dues of the Diese be fr Bus Service Pielae Struke Miscellaneous Miscellaneous Miscellaneous Pielae Struke Struke wy thouses or will not graduate high school please be fr Bus Service Pielae Struke Struke Window Str	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame.	Bus Service
Setting rid rithe G12 route would create a hardship traveling to and from work Bus Service We need more funding for public transportation, no hubit's the some money-making scheme. It should be an essential service, and an investment in our community. Capital Budget The proposals would again cut off Giover Park, Welsey Heights and Georgetown from public mapportation. We would end up with almost unusable service on weekdays and no service on weekdays. Duke Ellington School and Hardy Middle School would be severely affected, as would access to Georgetown University Hoopital and Silker Hoopital, affecting strafts and wishors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and events on the side of there occuration, but this is due to WMATA's failure to provide ellable service, on a lack of interes to the side of the uscutamers. Discourging customers from using a service and than citing lack of use as reason to cut services of fentirely is highly upprofessional and many people like on elliminate the D2 bus because it is the only bus lift go through follower Park and many people like me are relying on It. There are no metro service near the community, D2 is the only convenient public transportation we can choose. We are relying on It to commute, get to the Dupont go the dright of the d6 am 76 years of l, have low vision, no driver's license, and do not own acr. I an dependent on bus service a mark years of will not graduate high school please be fr Bus Service Miscellaneous Service Miscellaneous Miscellaneous Miscellaneous Service be service and places in eed without requent service on the rask. Predense or will not graduate high school places be fr Bus Service	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think	
We need more funding for public transportation, not less. Public transportation shouldn't be some momeny-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Giover Park, Wesley Heights and Georgetown from public transportation. We would nu go with almost unusable service on weekdays and no service on weekends. Duck Eillington School and Hardy Middle School would be serverly affected, as would access to Georgetown University Hospital and Sibely Hospital, affecting staff as well as patients and visitors. I egularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and evenings they are absolutely packed. Outside of rush hour they become unreliable and thus people choose other means of transportation. Not this by become unreliable and thus people choose other means of the customers. Discouraging customers from using service and than cuting lack of use as reason to cut services off entirely is highly unprofessional and many people like me are relying on it. There are no metro service near the community. D2 is the only convenient public transportation to comforts. Einsers, and do not own acr. I am degender no bus enversing thank wells will not omdive services. Here Moto places be fr and Ty exers off, where Wark, a 5-block walk from Wiscoms Are. As J age, It will become recreasing of direct visits. Jeep end on services the services and places 1 need without frequent ervice to the D2, 31, 33, 42, and 43 bus lines. J depend on Social Security and cannot afford frequent Service Marks. Jeep Rev as J, as J-block walk from Wiscoms Are. As J age, It will become recreasing of direct sites, as do not or own acr. I am degender no bus ervice to get to groeer ystems, harmacles, doctor appointments, see friends, access downtown stores and Tuseer way my busses or i will not greduate high school please be fr set of the of ty or task. PLESEA DNOT MAKET HE PROPOSEO CUTS OT THESE BUS LINESII Bus	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines	Fare Evasion/Safety/Crime Bus Service
money-making scheme. It should be an essential service, and an investment in our community. Capital Budget her proposits would again cut off forev Park, Wesley Heights and Georgetown from public Capital Budget transportation. We would end up with almost unusable service on weekdays and no service on Secretary	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!!	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending
The proposits would again cut off Glover Park, Wesley Heights and Georgetown from public ransportation. We would end up with almost unusable service on weeklays and no service on weekends. Duke Ellington School and Hardy Middle School would be severely affected, as would access to Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I graylard take busies in the neightonhood and whole there certainly are times they are less frequented, mornings and evenings they are absolutely packed. Outside of rush hour they become unreliable and thus people choose other means of transportation, but this is due to WMATA's failure to provide ellable services, not a lack of interest on the side of the customers. Discouraging customers from using service and than citing lack of uses as reason to cut services off entirely is highly unprofessional and reresponsible. To those who may care. I'm the resident live in Glover Park and studying in Georgetown University. I strongly appeal do not eliminate the D2 bus because it is the only bus will go through Glover Park and many people like me are relying on it. There are no metro service near the community, D2 is the only convenient public transportation on driver's license, and do no to use a cir. I an dependent on bus ervice to get to grocery stores, pharmacies, doctor appointements, see fiends, access downtown stores and To servas of the I. do not rask. I care all baces in ead without frequent service to get to grocery stores, pharmacies, doctor appointents, see fiends, access downtown stores and museums. I live in Glover Park, ad 3 bus lines. I depend on Social Security and cannot afford frequent service toget to procery stores, pharmacies, doctor appointments, see fiends, access downtown stores and museums. I live in Glover Park, ad 3 bus lines. I depend on Social Security and cannot afford frequent service toget to trans, to reach shoch. This is shot sighted and wrong. The fact that 20 would tor treas, the stade	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending
weekands. Duke Ellington School and Hardy Middle School would be severely affected, as would access to Gorgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I gegularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and evenings they are absolutely packed. Outside of rush hour they become unreliable and thus people choose other means of transportation, but this is due to WMATA's failure to provide eliable services, not a lack of interest on the side of the customers. Discouraging customers from using a service and than citing lack of uses are ason to cut services off entirely is highly unprofessional and many people like me are relying on it. There are no metro service near the community, D2 is the only convenient public transportation we can choose. We are relying on it to commute, get to the Dupont Bus Service and suppeople like me are relying on it. There are no metro service near the community, D2 is the only convenient public transportation we can choose. We are relying on it to commute, get to the Dupont Bus Service and may people like me are relying on it to commute, get to the Dupont Bus Service and may my busses or i will not graduate high school please be fr Bus Service and museums. I live in Glover Park, a 5-block walk from Wisconsin Ave. As I age, it will become and museums. I live in Glover Park, a 5-block walk from Wisconsin Ave. As I age, it will become and museums. I live in Glover Park, a 5-block walk from Wisconsin Ave. As I age, it will become and museums. I live in Glover Park, a 5-block walk from Wisconsin Ave. As I age, it will become and museums. I live in Glover Park, a 5-block walk from Wisconsin Ave. As I age, it will become and museums. I live in Glover Park, a 5-block walk from Wisconsin Ave. As I age, it will become and museums. I live in Glover Park, a 5-block walk from Wisconsin Ave. As I age, it will become and museums. I live in Glover Park, a 5-block walk from Wisconsin Ave. A	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work We need more funding for public transportation, not less. Public transportation shouldn't be some	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service
io Georgetown Uniwersity Hospital and Slibley Hospital, affecting staff as well as patients and visitors. I regularly take busses in the neighborhoad and whole there certainly are times they are less frequented, nornings and evenings they are absolutely packed. Outside of trush hour they become unreliable and thus people choose other means of transportation, but this is due to WMATA's failure to provide eliable services, not a lack of interest on the side of the customers. Discouraging customers from using a service and than citing lack of use as reason to cut services off entirely is highly unprofessional and many people like ma are relying on it. There are no metro service near the commute, pet to the Dupot the are are relying on it. There are no metro service near the commute, pet to the Dupot metro station, and so much more. Please consider keep the D2 bus. Bus Service and no so much more. Please consider keep the D2 bus. Bus Service and may expend in dir the do fall can?t take away my busses or i will not graduate high school please be fr an 76 years old, have low vision, no dirver's license, and do not wan acr. I am dependent on bus ervice and tho groet systems, pharmacies, doctor appointments, see friends, access downtown stores and museums. I live in Glover Park, as 5-block walk from Wisconsin Ave. As I age, it will become nereasingy difficult. If not imposible, for me to access the services and places in eed without frequent service of the D2, 31, 33, 42, and 43 bus lines. i depend on Social Security and cannot afford frequent service for sports. PLEAE DO NOT MAKE THE PROPOSED CUTS TO THESE BUS LINESII service for sports arens and stadiums is morally repugnat. Taking route G12 that travels through communites to get people from to Greenbelt Station and to works to no reasonable. With the planed coming of the FBI building to greenbelt station and to works to no reasonable. With eliand communites to get people from to Greenbelt Station and to works to no reasonable. With the planed coming of the FBI build	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service
regularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and evenings they are alsolutely packed. Outside of rush hour they become unreliable and this people choose other means of transportation, but this is due to WMATA's failure to provide eliable services, not a lack of interest on the side of the customers. Discourging customers from using a service and than citting lack of uses areason to cut services off entirely is highly unprofessional and responsible. To those who may care. I'm the resident live in Glover Park and studying in Georgetown University. I toropy appel al do not eliminate the D2 bus because it is the only bus will go through Glover Park and many people like me are relying on it. There are no metro service near the community, D2 is the only convenient public transportation we can choose. We are relying on it to commute, get to the Dupon metro station, and so much more. Please consider keep the D2 bus. Bease don't get rid of the d6 and To georery stores, pharmacies, doctor appointements, see friends, access downtown stores and musues. I live in Glover Park, a 5-block walk from Wiscomsin Ave. As I age, it will become nereasingly difficult, if not impossible, for me to access the services and places I need without frequent see of Uber of Lyft or taxis. PLESA E DO NOT MAKE THE PROPOSED CUTS TO THESE BUS LINESSI bus Service for uhavert considered the MASNE impact this short sighted and wrong. The fact that DC would cry penury on transit funging 100s of millions dollars in state giveaways to illionaries of systemes and stadums is morally repugnat. Capital Budget faking route G12 that travels through toronymunites to get people from to Greenbelt Station and to works is no reasonable. With the planed coming of the FBI building to geneehlet tis churish to renewe transportation from the area. Whenever G14 doesn't show up commuters get on the G12 causing vecrowding. There is high traffic of polyeib thank we to travel from New Caroliton tog to toros	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don't cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community.	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service
mornings and evenings they are absolutely packed. Outsile of rush hour they become unreliable and hus people choase other means of transportation, but this is due to WMATA's failure to provide eliable service, not a lack of interest on the side of the customers. Discouraging customers from using a service and than citing lack of use as reason to cut services off entirely is highly unprofessional and responsible. To those who may care. I'm the resident live in Glover Park and studying in Georgetown University. I strongly appeal do not eliminate the D2 bus because it is the only bus will go through Glover Park and many people like me are relying on it. There are no metro service near the community, D2 is the only convenient public transportation we can choose. We are relying on it to commute, get to the Dupont metro station, and so much more. Please consider keep the D2 bus. Bus Service Bus Service Compared to the OG Miscellaneous crait of the G6 Miscellaneous crait of the C0 Service to get to grocery stors, pharmacies, doctor appointments, see friends, access downtown stores and museums. I live in Glover Park, a 5-block walk from Wisconsin Ave. As I age, It will become nereasingly difficult, if not transposible, for me access the services and places lineed without frequent service of the D2, 31, 33, 42, and 43 bus lines. i depend on Social Security and cannot afford frequent service of the ASSIVE impact this will have on DC public schools where a high percentage of students depend on transit to reack school. This is short sighted and wrong. The fact that cond haven torough or transit to reack school. This is short sighted and wrong. The fact that chain prover of the ASSIVE impact this will have no DC public schools where a high percentage of students depend on transit to reack school. This is short sighted and wrong. The fact that chains prout of the TB building to greenebelt Statio	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Wesley Heights and Georgetown from public	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service
thus people choose ofter means of transportation, but this is due to WMATA's failure to provide Bus Service eliable services, not a lack of interest on the side of the customers. Discouraging customers from using Bus Service service and than citting lack of uses as reason to cut services off entirely is highly upprofessional and Bus Service To those who may care. I'm the resident live in Glover Park and studying in Georgetown University. I Bus Service To those who may care. I'm the resident live in Glover Park and studying on it to commute, get to the Dupont Bus Service many people like me are relying on it. There are no metro service near the community, D2 is the only Bus Service please don't get rid of the d6 Bus Service y?all can?t take away my busses or i will not graduate high school please be fr Bus Service and nu secuens. Live in Glover Park, a S-block walk from Wiscoms Ae. As 1 are, it will become Bus Service ncreasingly difficult , if not impossible, for me to access the services and places I need without frequent Bus Service for uhaven't considered the MASSIVE impact this will have on DC public schools where a high Bus Service percentage of students depend on transit to reach school. This is short sighted and wrong. The fact that Capital Budget Cow uld cry peruny or transit funding while seeking 1005 or fillinos dollars to stay signeeways to Capital Budget	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don't cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Wesley Heights and Georgetown from public transportation. We would an up with almost unusable service on weckdays and no service on weekends. Duke Ellington School and Hardy Middle School would be serverely affected, as would access to Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service
reliable services, not a lack of interest on the side of the customers. Discouraging customers from using a service and than citing lack of use as reason to cut services off entirely is highly unprofessional and presponsible. Bus Service To those who may care. I'm the resident live in Glover Park and studying in Georgetown University. I strongly appeal do not eliminate the D2 bus because it is the only bus will go through Glover Park and many people like me are relying on it. There are no metro service near the community, D2 is the only convenient public transportation we can choose. We are relying on it to commute, get to the Dupont entero station, and so much more. Please consider keep the D2 bus. Bus Service base don't get rid of the d6 Miscellaneous Bus Service oran 7 to years of i will not graduate high school please be fr and To years of doltary on no driver's license, and do not own a car. I am dependent on bus service to get to grocery stores, pharmacies, doctor appointments, see friends, access downtown stores and museums. Il live in Glover Park, a 5-block walk from Wisconsin Ave. As I age, It will become noreasingly difficult, if not timpossible, for me to access the services and places I need without frequent service of the D2, 31, 33, 42, and 43 bus lines. i depend on Social Security and cannot afford frequent see of Uber of synch senass and stadiums is morally repugnant. Bus Service Cowoll cry penury on transit to reach school. This is shot sighted and wrong. The fact that avic is no reasonable. With the planed commites to get popel from to Greenbelt Station and to work is no reasonable. With the planed commit from to greenbelt it is chunitis to remover transportation from the area. Whenever G14 doesn't show up commuters get on the G12 causing oveercrowding. There is high traffic of people that have to trave	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work. We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Wesley Heights and Georgetown from public transportation. We would end up with almost unusable service on weekdays and no service on weekends. Duke Ellington School and Hardy Middle School would be asteinty staff as well as patients and visitors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented,	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service
a service and than citing lack of use as reason to cut services off entirely is highly unprofessional and rresponsible. To those who may care. I'm the resident live in Glover Park and studying in Georgetown University. I strongly appeal do not eliminate the D2 bus because it is the only bus will go through Glover Park and many people like me are relying on it. There are no metro service near the community, D2 is the only commune, get to the Dupont metro station, and so much more. Please consider keep the D2 bus. Bus Service Service Bus Serv	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don't cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting id of the G12 route would create a hardship traveling to and from work We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Wesley Heights and Georgetown from public transportation. We would end up with almost unusable service on weekdays and no service on weekends. Duke Ellington School and Hardy Middle School would be severely affected, as would access to Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and evenings they are absolutely packed. Outside of rush hour they become unreliable and	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service
rresponsible. Bus Service To those who may care. I'm the resident live in Glover Park and studying in Georgetown University. I Bus Service Trongly appeal do not eliminate the D2 bus because it is the only bus will go through Glover Park and many people like me are relying on it. There are no metro service near the community, D2 is the only convenient public transportation we can chose. We are relying on it to commute, get to the Dupont metro station, and so much more. Please consider keep the D2 bus. Bus Service Bease don't get rid of the d6 Miscellaneous Bus Service (7all can?t take away my busses or i will not graduate high school please be fr Bus Service Bus Service Iam 76 years old, have low vision, no driver's license, and do not own a car. I am dependent on bus service to get to grocery stores, pharmacies, doctor appointments, see friends, access downtown stores Bus Service and To years old, have low vision, no driver's license, and do not own a car. I am dependent on bus service of the D2, 31, 33, 42, and 43 bus lines. i depend on Social Security and cannot afford frequent service of the D2, 31, 33, 42, and 43 bus lines. i depend on Social Security and cannot afford frequent service from the ASSIVE Impact this will have on DC public schools where a high carcensed the MASSIVE Impact this will have on DC public schools where a high carcensed on transit to reach school. This is short sighted and wrong. The fact that DC would cry penury on transit funding while seeking 100s of millions dollars in state giveaways to Dillionaries for sports arenas and stadiums is morally repugnant. Capital Budget Taking route G12	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Wesley Heights and Georgetown from public transportation. We would end up with almost unusable service on weekdays and no service on weekends. Duke Ellington School and Hardy Middle School would be severely affected, as would access to Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and evenings they are absolutely packed. Outside of rush hour they become unreliable and thus people choose other means of transportation, but this is due to WMATA's failure to provide	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service
To those who may care. I'm the resident live in Glover Park and studying in Georgetown University. I trongly appeal do not eliminate the D2 bus because it is the only bus will go through Glover Park and many people like me are relying on it. There are no metro service near the community, D2 is the only convenient public transportation we can choose. We are relying on it to commute, get to the Dupont metro station, and so much more. Please consider keep the D2 bus. Bus Service glease don't get rid of the d6 related the d6 related to	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Wesley Heights and Georgetown from public transportation. We would end up with almost unusable service on weekdays and no service on weekends. Duke Ellington School and Hardy Middle School would be severely affected, as would access to Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and evenings they are absolutely packed. Outside of rush hour they become unreliable and thus people choose other means of transportation, but this is due to WMATA's failure to provide reliable services, not a lack of interest on the side of the customers. Discouraging customers from using	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service
strongly appeal do not eliminate the D2 bus because it is the only bus will go through Glover Park and many people like me are relying on it. There are no metro service near the community, D2 is the only convenient public transportation we can choose. We are relying on it to commute, get to the D2 bus. Bus Service belease don't get rid of the d6 Miscellaneous q?all can?t take away my busses or i will not graduate high school please be fr Bus Service am 76 years old, have low vision, no driver's license, and do not own a car. I am dependent on bus service to get to grocery stores, pharmacies, doctor appointments, see friends, access downtown stores and museums. Ilive in Glover Park, a 5-block walk from Wisconsin Ave. As I age, it will become service of the D2, 31, 33, 42, and 43 bus lines. I depend on Social Security and cannot afford frequent service of the D2, 31, 33, 42, and 43 bus lines. I depend on Social Security and cannot afford frequent service of students depend on transit to reach school. This is short sighted and wrong. The fact that DC would cry penury on transit funding while seeking 100s of millions dollars in state giveaways to billionaires for sports arenas and stadiums is morally repugnant. Bus Service Capital Budget Capital Budget Transprence function from the area. Whenever G14 doesn't show up commuters get on the G12 cusing overcrowding. There is high traffic of people that have to travel from New Carroliton to get to greenbelt station. Metro is becoming a Public Inconvenience. Then a lot of people commute to	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Wesley Heights and Georgetown from public transportation. We would end up with almost unusable service on weekdays and no service on weekdays and no service on Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and evenings they are absolutely packed. Outside of rush hour they become unreliable and thus people choose other means of transportation, but this is due to WMATA's failure to provide reliable services, not a lack of interes to n the side of the customers. Discouraging customers from using a service and than citing lack of use as reason to cut services off entirely is highly unprofessional and	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service Capital Budget
many people like me are relying on it. There are no metro service near the community, D2 is the only convenient public transportation we can choose. We are relying on it to commute, get to the Dupont metro station, and so much more. Please consider keep the D2 bus. Bus Service lease don't get rid of the d6 (?all can?t take away my busses or i will not graduate high school please be fr am 76 years old, have low vision, no driver's license, and do not own a car. I am dependent on bus service to get to grocery stores, pharmacies, doctor appointments, see friends, access downtown stores and museums. I live in Glover Park, a 5-block walk from Wisconsin Ave. As I age, it will become ncreasingly difficult , if not impossible, for me to access the services and places I need without frequent service of the D2, 31, 33, 42, and 43 bus lines. i depend on Social Security and cannot afford frequent use of Uber of Lyft or taxis. PLESAE DO NOT MAKE THE PROPOSED CUTS TO THESE BUS LINES!! Bus Service for u haven't considered the MASSIVE impact this will have on DC public schools where a high becreentage of students depend on transit to reach school. This is short sighted and wrong. The fact that CC would cry penury on transit funding while seeking 100s of millions dollars in state giveaways to Billionaires for sports arenas and stadiums is morally repugnant. Taking route G12 that travels through communities to get people from to Greenbelt Station and to work is no reasonable. With the planed coming of the FBI building to greenbelt it is churlish to remove transportation from the area. Whenever G14 doesn't show up commuters get on the G12 casing overcrowding. There is high traffic of people that have to travel from New Carrollton to get to Greenbelt station. Metro is becoming a Public Inconvenience. Then a lot of people commute to	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Wesley Heights and Georgetown from public transportation. We would end up with almost unusable service on weekdays and no service on weekends. Duke Ellington School and Hardy Middle School would be severely affected, as would access to Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and evenings they are absolutely packed. Outside of rush hour they become unreliable and thus people choose other means of transportation, but this is due to WMATA's failure to provide reliable services, not a lack of interest on the side of the customers. Discouraging customers from using	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service Capital Budget
metro station, and so much more. Please consider keep the D2 bus. Bus Service Busse don't get rid of the d6 Miscellaneous gran 76 years old, have low vision, no driver's license, and do not own a car. I am dependent on bus service to get to grocery stores, pharmacies, doctor appointments, see friends, access domntown stores and museums. I live in Glover Park, a 5-block walk from Wisconsin Ave. As I age, it will become ncreasingly difficult, if not impossible, for me to access the services and places I need without frequent service of the D2, 31, 33, 42, and 43 bus lines. i depend on Social Security and cannot afford frequent service of the D2, 31, 33, 42, and 43 bus lines. i depend on Social Security and cannot afford frequent service of the D2, 31, 33, 42, and 43 bus lines. is depend on Social Security and cannot afford frequent service of the D2, 31, 33, 42, and 43 bus lines. is depend on Social Security and cannot afford frequent service of the D2, 31, 33, 42, and 43 bus lines. is depend on Social Security and cannot afford frequent service of the D2, 11, 12, 12, 12, 12, 12, 12, 12, 12, 1	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Wesley Heights and Georgetown from public transportation. We would end up with almost unusable service on weekdays and no service on weekends. Duke Ellington School and Hardy Middle School would be severely affected, as would access to Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented, thus people choose other means of transportation, but this is due to WMATA's failure to provide reliable services, not a lack of interest on the side of the customers. Discouraging customers from using a service and than citing lack of use as reason to cut services off entirely is highly unprofessional and irresponsible.	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service Capital Budget
please don't get rid of the d6 Miscellaneous r?all can't take away my busses or i will not graduate high school please be fr Bus Service am 76 years old, have low vision, no driver's license, and do not own a car. I am dependent on bus Bus Service service to grocery stores, pharmacies, doctor appointments, see friends, access downtown stores and museums. I live in Glover Park, a 5-block walk from Wisconsin Ave. As I age, it will become ncreasingly difficult, if not impossible, for me to access the services and places I need without frequent service of the D2, 31, 33, 42, and 43 bus lines. i depend on Social Security and cannot afford frequent service of the of Lyft or taxis. PLESAE DO NOT MAKE THE PROPOSED CUTS TO THESE BUS LINES!! Bus Service You haven't considered the MASSIVE impact this will have on DC public schools where a high bervice of students depend on transit to reach school. This is short sighted and wrong. The fact that DC would cry penury on transit funding while seeking 100s of millions dilars in state giveaways to billionaires for sports arenas and stadiums is morally repugnant. Taking route G12 that travels through communities to get people from to Greenbelt Station and to work is no reasonable. With the planned coming of the FBI building to greenbelt is churish to remove transportation from the area. Whenever G14 doesn't show up commuters get on the G12 causing overcrowding. There is high traffic of people that have to travel from New Carroliton to get to Greenbelt station. Metro is becoming a Public Inconvenience. Then a lot of people commute to	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Wesley Heights and Georgetown from public transportation. We would end up with almost unusable service on weekdays and no service on weekends. Duke Ellington School and Hardy Middle School would be severely affected, as would access to Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and evenings they are absolutely packed. Outside of rush hour they become uneable and thus people choose other means of transportation, but this is due to WMATA's failure to provide reliable services, not a lack of interest on the side of the customers. Discouraging customers from using a service and than citing lack of use as reason to cut services off entirely is highly unprofessional and irresponsible.	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service Capital Budget
grain can?t take away my busses or i will not graduate high school please be fr Bus Service am 76 years old, have low vision, no driver's license, and do not own a car. I am dependent on bus Bus Service service to get to grocery stores, pharmacies, doctor appointments, see friends, access downtown stores Bus Service and museums. I live in Glover Park, a 5-lock walk from Wisconsin Ave. As I age, it will become Bus Service ncreasingly difficult, if not impossible, for me to access the services and places I need without frequent Bus Service service of the D2, 31, 33, 42, and 43 bus lines. i depend on Social Security and cannot afford frequent Bus Service use of Uber of Lyft or taxis. PLESAE DO NOT MAKE THE PROPOSED CUTS TO THESE BUS LINES!! Bus Service You haven't considered the MASSIVE impact this will have on DC public schools where a high Bus Service percentage of students depend on transit to reach school. This is short sighted and wrong. The fact that Capital Budget Taking route G12 that travels through communities to get people from to Greenbelt Station and to Capital Budget Taking route G12 that travels through communities to get people from to Greenbelt station. Hero is high traffic of people that have to travel from New Carrollton to get to Garial Budget	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work. We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Wesley Heights and Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented, thus people choose other means of transportation, but this is due to WMATA's failure to provide reliable services, not a lack of interest on the side of the customers. Discouraging customers from using a service and than citing lack of use as reason to cut services off entirely is highly unprofessional and irresponsible. To those who may care. I'm the resident live in Glover Park and studying in Georgetown University. I strongly appeal do not eliminate the D2 bus because it is the only bus will go through Glover Park and studying in to community. J2 is the only convenient public transportation we can choose. We are relying on it to community, D2 is the only convenient public transportation we can choose. We are relying on it to commute, get to the Dupont	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service Capital Budget Bus Service
am 76 years old, have low vision, no driver's license, and do not own a car. I am dependent on bus service to get to grocery stores, pharmacies, doctor appointments, see friends, access downtown stores and museums. I live in Glover Park, a 5-block walk from Wisconsin Ave. As I age, it will become ncreasingly difficult, if not impossible, for me to access the services and places I need without frequent service of the D2, 31, 33,, 42, and 43 bus lines. i depend on Social Security and cannot afford frequent use of Uber of Lyft or taxis. PLESAE DO NOT MAKE THE PROPOSED CUTS TO THESE BUS LINES!! Bus Service of uber of considered the MASSIVE impact this will have on DC public schools where a high percentage of students depend on transit to reach school. This is short sighted and wrong. The fact that DC would cry penury on transit funding while seeking 100s of millions dollars in state giveaways to billionaires for sports arenas and stadiums is morally repugnant. Taking route G12 that travels through communities to get people from to Greenbelt Station and to work is no reasonable. With the planned coming of the FBI building to greenbelt it is churlish to remove transportation from the area. Whenever G14 doesn't show up commuters get on the G12 causing overcrowding. There is high traffic of people that have to travel from New Carrollton to get to Greenbelt station. Metro is becoming a Public inconvenience. Then a lot of people commute to	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work. We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Wesley Heights and Georgetown from public transportation. We would end up with almost unusable service on weekdays and no service on weekends. Duke Ellington School and Hardy Middle School would be severely affected, as would access to Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and evenings they are absolutely packed. Outside of rush hour they become unreliable and thus people choose other means of transportation, but this is due to WMATA's failure to provide reliable services, not a lack of interest on the side of the customers. Discouraging customers from using a service and than citing lack of use as reason to cut services off entirely is highly unprofessional and irresponsible. To those who may care. I'm the resident live in Glover Park and studying in Georgetown University. I strongly appeal do not eliminate the D2 bus because it is the only bus will go through Glover Park and many people like me are relying on it. There are no metro service near the community, D2 is the only convenient public transportation	Fare Evasion/Safety/Crime Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service
service to get to grocery stores, pharmacies, doctor appointments, see friends, access downtown stores and museums. I live in Glover Park, a 5-block walk from Wisconsin Ave. As I age, it will become ncreasingly difficult , if not impossible, for me to access the services and places I need without frequent service of the D2, 31, 33, 42, and 43 bus lines. i depend on Social Security and cannot afford frequent use of Uber of Lyft or taxis. PLESAE DO NOT MAKE THE PROPOSED CUTS TO THESE BUS LINES!! Bus Service You haven't considered the MASSIVE impact this will have on DC public schools where a high percentage of students depend on transit to reach school. This is short sighted and wrong. The fact that DC would cry penury on transit funding while seeking 100s of millions dollars in state giveaways to billionaires for sports arenas and stadiums is morally repugnant. Taking route G12 that travels through communities to get people from to Greenbelt Station and to work is no reasonable. With the planned coming of the FBI building to greenbelt ti is churlish to remove transportation from the area. Whenever G14 doesn't show up commuters get on the G12 causing overcrowding. There is high traffic of people that have to travel from New Carrollton to get to Greenbelt station. Metro is becoming a Public Inconvenience. Then a lot of people commute to	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don't cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Wesley Heights and Georgetown from public transportation. We would end up with almost unusable service on weekdays and no service on weekdays and no service on weekdays and no service on weekends. Duke Ellington School and Hardy Middle School would be severely affected, as would access to Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and evenings they are absolutely packed. Outside of rush hour they become unreliable and thus people choose other means of transportation, but this is due to WMATA's failure to provide reliable services, not a lack of interest on the side of the customers. Discouraging customers from using a service and than citing lack of use as reason to cut services off entirely is highly unprofessional and irresponsible. To those who may care. I'm the resident live in Glover Park and studying in Georgetown University. I strongly appeal do not eliminate the D2 bus because it is the only bus will go through Glover Park and many people like me are relying on it. There are no metro service near the commu	Fare Evasion/Safety/Crime Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
and museums. I live in Glover Park, a 5-block walk from Wisconsin Ave. As I age, it will become ncreasingly difficuti, if not impossible, for me to access the services and places I need without frequent service of the D2, 31, 33, 42, and 43 bus lines. i depend on Social Security and cannot afford frequent see of Uber of Lyft or taxis. PLESAE DO NOT MAKE THE PROPOSED CUTS TO THESE BUS LINES!! Bus Service You haven't considered the MASSIVE impact this will have on DC public schools where a high percentage of students depend on transit to reach school. This is short sighted and wrong. The fact that DC would cry penury on transit funding while seeking 100s of millions dilars in state giveaways to Dillionaires for sports arenas and stadiums is morally repugnant. Taking route G12 that travels through communities to get people from to Greenbelt Station and to work is no reasonable. With the planned coming of the FBI building to greenbelt it is churlish to remove transportation from the area. Whenever G14 doesn't show up commuters get on the G12 causing overcrowding. There is high traffic of people that have to travel from New Carrollton to get to Greenbelt station. Metro is becoming a Public Inconvenience. Then a lot of people commute to Explore the station. Metro is becoming a Public Inconvenience. Then a lot of people commute to Here the station. Metro is becoming a Public Inconvenience. Then a lot of people commute to Here the station. Metro is becoming a Public Inconvenience. Then a lot of people commute to	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Weeley Heights and Georgetown from public transportation. We would end up with almost unusable service on weekdays and no service on weekends. Duke Ellington School and Hardy Middle School would be severely affected, as would access to Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and evenings they are absolutely packed. Outside of rush hour they become unreliable and thus people choose other means of transportation, but this is due to WMATA's failure to provide reliable services, not a lack of interest on the side of the customers. Discouraging customers from using a service and than citing lack of use as reason to cut services off entirely is highly unprofessional and irresponsible. To those who may care. I'm the resident live in Glover Park and studying in Georgetown University. I strongly appeal do not eliminate the D2 bus because it is the only bus will go through Glover Park and many people like me are relying on it. There are no metro service near the community, D2 is the only convenient public transportation	Fare Evasion/Safety/Crime Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
ncreasingly difficult, if not impossible, for me to access the services and places I need without frequent service of the D2, 31, 32, 42, and 43 bus lines, i depend on Social Security and cannot afford frequent use of Uber of Lyft or taxis. PLESAE DO NOT MAKE THE PROPOSED CUTS TO THESE BUS LINES!! Bus Service for Javen't considered the MASSIVE impact this will have on DC public schools where a high percentage of students depend on transit to reach school. This is short sighted and wrong. The fact that DC would cry penury on transit funding while seeking 100s of millions dollars in state giveaways to pillionaires for sports arenas and stadiums is morally repugnant. Capital Budget Taking route G12 that travels through communities to get people from to Greenbelt Station and to work is no reasonable. With the planned coming of the FBI building to greenbelt it is churlish to remove transportation from the area. Whenever G14 doesn't show up commuters get on the G12 causing overcrowding. There is high traffic of people that have to travel from New Carroltton to get to Greenbelt station. Metro is becoming a Public inconvenience. Then a lot of people commute to	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Wesley Heights and Georgetown from public transportation. We would end up with almost unusable service on weekdays and no service on weekends. Duke Ellington School and Hardy Middle School would be severely affected, as would access to Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and evenings they are absolutely packed. Outside of rush hour they become unellable and tirus pople choose other means of transportation, but this is due to WMATA's failure to provide reliable services, not a lack of interest on the side of the customers. Discouraging customers from using a service and than citing lack of use as reason to cut service off entirely is highly unprofessional and irresponsible. To those who may care. I'm the resident live in Glover Park and studying in Georgetown University. I strongly appeal do not eliminate the D2 bus because it is the only bus will go through Glover Park and many people like me are relying on it. There are no metro service near the community, D2 is the only convenient public transportation, w	Fare Evasion/Safety/Crime Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
use of Uber of Lyft or taxis. PLESAE DO NOT MAKE THE PROPOSED CUTS TO THESE BUS LINES!! Bus Service You haven't considered the MASSIVE impact this will have on DC public schools where a high percentage of students depend on transit to reach school. This is short sighted and wrong. The fact that DC would cry penury on transit funding while seeking 100s of millions dollars in state giveaways to pillionaires for sports arenas and stadiums is morally repugnant. Taking route G12 that travels through communities to get people from to Greenbelt Station and to work is no reasonable. With the planned coming of the FBI building to greenbelt ti is churlish to remove transportation from the area. Whenever G14 doesn't show up commuters get on the G12 causing overcrowding. There is high traffic of people that have to travel from New Carrollton to get to Greenbelt station. Metro is becoming a Public Inconvenience. Then a lot of people commute to	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Weeley Heights and Georgetown from public transportation. We would end up with almost unusable service on weekdays and no service on weekends. Duke Ellington School and Hardy Middle School would be severely affected, as would access to Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and evenings they are absolutely packed. Outside of rush hour they become unreliable and thus people choose other means of transportation, but this is due to WMATA's failure to provide reliable services, not a lack of interest on the side of the customers. Discouraging customers from using a service and than citing lack of use as reason to cut services off entirely is highly unprofessional and irresponsible. To those who may care. I'm the resident live in Glover Park and studying in Georgetown University. I strongly appeal do not eliminate the D2 bus because it is the only bus will go through Glover Park and many people like me are relying on it. There are no metro service near the community, D2 is the only convenient public transportation	Fare Evasion/Safety/Crime Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
You haven't considered the MASSIVE impact this will have on DC public schools where a high bercentage of students depend on transit to reach school. This is short sighted and wrong. The fact that DC would cry penury on transit funding while seeking 100s of millions dollars in state giveaways to billionaires for sports arenas and stadiums is morally repugnant. Capital Budget Taking route G12 that travels through communities to get people from to Greenbelt Station and to work is no reasonable. With the planned coming of the FBI building to greenbelt it is churlish to remove transportation from the area. Whenever G14 doesn't show up commuters get on the G12 causing overcrowding. There is high traffic of people that have to travel from New Carroliton to get to Greenbelt station. Metro is becoming a Public Inconvenience. Then a lot of people commute to	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Weeley Heights and Georgetown from public transportation. We would end up with almost unusable service on weekdays and no service on weekends. Duke Ellington School and Hardy Middle School would be eaverly affected, as would access to Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and evenings they are absolutely packed. Outside of rush hour they become unreliable and thus people choose other means of transportation, but this is due to WMATA's failure to provide reliable services, not a lack of interest on the side of the customers. Discouraging customers from using a service and than citing lack of use as reason to cut services off entirely is highly unprofessional and irresponsible. To those who may care. I'm the resident live in Glover Park and studying in Georgetown University. I strongly appeal do not eliminate the D2 bus because it is the only bus will go through Glover Park and many people like me are relying on it. There are no metro service near the community, D2 is the only convenient public transportation w	Fare Evasion/Safety/Crime Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Bus Service
bercentage of students depend on transit to reach school. This is short sighted and wrong. The fact that CC would cry penury on transit funding while seeking 100s of millions dollars in state giveaways to billionaires for sports arenas and stadiums is morally repugnant. Capital Budget Taking route G12 that travels through communities to get people from to Greenbelt Station and to work is no reasonable. With the planned coming of the FBI building to greenbelt it is churlish to remove transportation from the area. Whenever G14 doesn't show up commuters get on the G12 causing overcrowding. There is high traffic of people that have to travel from New Carrollton to get to Greenbelt station. Metro is becoming a Public inconvenience. Then a lot of people commute to	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work. We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Wesley Heights and Georgetown from public transportation. We would end up with almost unusable service on weekdays and no service on weekends. Duke Ellington School and Hardy Middle School would be severely affected, as would access to Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and evenings they are absolutely packed. Outside of rush hour they become unreliable and thus people choose other means of transportation, but this is due to WMATA's failure to provide reliable services, not a lack of interest on the side of the customers. Discouraging customers from using a service and than citing lack of use as reason to cut services off entirely is highly unprofessional and irresponsible. To those who may care. I'm the resident live in Glover Park and studying in Georgetown University. I strongly appeal do not eliminate the D2 bus because it is the only bus will go through Glover Park and many people like me are relying on it. There are no metro service near the community, D2 is the only convenient public transportation	Fare Evasion/Safety/Crime Bus Service Capital Budget Bus Service
DC would cry penury on transit funding while seeking 100s of millions dollars in state giveaways to billionaires for sports arenas and stadiums is morally repugnant. Taking route G12 that travels through communities to get people from to Greenbelt Station and to work is no reasonable. With the planned coming of the FBI building to greenbelt it is churlish to remove transportation from the area. Whenever G14 doesn't show up commuters get on the G12 causing overcrowding. There is high traffic of people that have to travel from New Carrollton to get to Greenbelt station. Metro is becoming a Public Inconvenience. Then a lot of people commute to	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Wesley Heights and Georgetown from public transportation. We would end up with almost unusable service on weekdays and no service on weekends. Duke Ellington School and Hardy Middle School would be serverly affected, as would access to Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and evenings they are absolutely packed. Outside of rush hour they become unreliable and thus people choose other means of transportation, but this is due to WMATA's failure to provide reliable services, not a lack of interest on the side of the customers. Discouraging customers from using a service and than citing lack of use as reason to cut services off entirely is highly unprofessional and irresponsible. To those who may care. I'm the resident live in Glover Park and studying in Georgetown University. I strongly appeal do not eliminate the D2 bus because it is the only bus will go through Glover Park and many people like me are relying on it. There are no metro service near the community, D2 is the only convenient public transportation	Fare Evasion/Safety/Crime Bus Service Capital Budget Bus Service
billionaires for sports arenas and stadiums is morally repugnant. Capital Budget Taking route G12 that travels through communities to get people from to Greenbelt Station and to work is no reasonable. With the planned coming of the FBI building to greenbelt is churlish to remove transportation from the area. Whenever G14 doesn't show up commuters get on the G12 causing overcrowding. There is high traffic of people that have to travel from New Carrollton to get to Greenbelt station. Metro is becoming a Public Inconvenience. Then a lot of people commute to Gapital Budget	 will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Wesley Heights and Georgetown from public transportation. We would end up with almost unusable service on weekdays and no service on weekends. Duke Ellington School and Hardy Middle School would be severely affected, as would access to Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and evenings they are absolutely packed. Outside of rush hour they become unreliable and thus people choose other means of transportation, but this is due to WMATA's failure to provide reliable services, not a lack of interest on the side of the customers. Discouraging customers from using a service and than citing lack of use as reason to cut services off entirely is highly unprofessional and irresponsible. To those who may care. I'm the resident live in Glover Park and studying in Georgetown University. I strongly appeal do not eliminate the D2 bus because it is the only bus will go through Glover Park and many people like me are relying on it. There are no metro service near	Fare Evasion/Safety/Crime Bus Service Capital Budget Bus Service
Taking route G12 that travels through communities to get people from to Greenbelt Station and to work is no reasonable. With the planned coming of the FBI building to greenbelt it is churlish to remove transportation from the area. Whenever G14 doesn't show up commuters get on the G12 causing overcrowding. There is high traffic of people that have to travel from New Carrollton to get to Greenbelt station. Metro is becoming a Public Inconvenience. Then a lot of people commute to	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work. We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Wesley Heights and Georgetown from public transportation. We would end up with almost unusable service on weekdays and no service on weekends. Duke Ellington School and Hardy Middle School would be severely affected, as would access to Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and evenings they are absolutely packed. Outside of rush hour they become unreliable and tirus people choose other means of transportation, but this is due to WMATA's failure to provide reliable services, not a lack of interest on the side of the customers. Discouraging customers from using a service and than citing lack of use as reason to cut service end the community, 2 is the only convenient public transportation we can choose. We are relying on it to community, 2 is the only convenient public transportation we can choose. We are relying on it to community, 2 is the only convenient public transportation we can choose. We are relying on it to community, 2 is the only convenient public transportation we can choose. We are relying on it t	Fare Evasion/Safety/Crime Bus Service Capital Budget Bus Service
work is no reasonable. With the planned coming of the FBI building to greenbelt it is churlish to remove transportation from the area. Whenever G14 doesn't show up commuters get on the G12 causing overcrowding. There is high traffic of people that have to travel from New Carrollton to get to Greenbelt station. Metro is becoming a Public Inconvenience. Then a lot of people commute to	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Weeley Heights and Georgetown from public transportation. We would end up with almost unusable service on weekdays and no service on weekends. Duke Ellington School and Hardy Middle School would be severely affected, as would access to Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and evenings they are absolutely packed. Outside of rush hour they become unreliable and thus people choose other means of transportation, but this is due to WMATA's failure to provide reliable services, not a lack of interest on the side of the customers. Discouraging customers from using a service and than citing lack of use as reason to cut services off entirely is highly unprofessional and irresponsible. To those who may care. I'm the resident live in Glover Park and studying in Georgetown University. I strongly appeal do not eliminate the D2 bus because it is the only bus will go through Glover Park and many people like me are relying on it. There are no metro service near the community, D2 is the only convenient public transportation	Fare Evasion/Safety/Crime Bus Service Capital Budget Bus Service
transportation from the area. Whenever G14 doesn't show up commuters get on the G12 causing overcrowding. There is high traffic of people that have to travel from New Carrollton to get to Greenbelt station. Metro is becoming a Public Inconvenience. Then a lot of people commute to	 will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don't cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Wesley Heights and Georgetown from public transportation. We would end up with almost unusable service on weekdays and no service on weekends. Duke Ellington School and Hardy Middle School would be severely affected, as would access to Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and evenings they are absolutely packed. Outside of rush hour they become unreliable and thus people choose other means of transportation, but this is due to WMATA's failure to provide reliable services, not a lack of interest on the side of the customers. Discouraging customers from using a service and than citing lack of uses as not oct services off entirely is highly unprofessional and irresponsible. To those who may care. I'm the resident live in Glover Park and studying in Georgetown University. I strongly appeal do not eliminate the D2 bus because it is the only bus will go through Glover Park and many people like me are relying on it. There are no metro service near the c	Fare Evasion/Safety/Crime Bus Service Capital Budget Bus Service
Sreenbelt station. Metro is becoming a Public Inconvenience. Then a lot of people commute to	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Weeley Heights and Georgetown from public transportation. We would end up with almost unusable service on weekdays and no service on weekends. Duke Ellington School and Hardy Middle School would be severely affected, as would access to Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and evenings they are absolutely packed. Outside of rush hour they become unreliable and thus people choose other means of transportation, but this is due to WMATA's failure to provide reliable services, not a lack of interest on the side of the customers. Discouraging customers from using a service and than citing lack of use as reason to cut services off entirely is highly unprofessional and irresponsible. To those who may care. I'm the resident live in Glover Park and studying in Georgetown University. I strongly appeal do not eliminate the D2 bus because it is the only bus will go through Glover Park and many people like me are relying on it. There are no metro service near the community, D2 is the only convenient public transportation	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Bus Service Capital Budget Capital Budget
	 will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work. We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Wesley Heights and Georgetown from public transportation. We would end up with almost unusable service on weekdays and no service on weekends. Duke Ellington School and Hardy Middle School would be severely affected, as would access to Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and evenings they are absolutely packed. Outside of rush hour they become uneilable and thus people choose other means of transportation, but this is due to WMATA's failure to provide reliable services, not a lack of interest on the side of the customers. Discouraging customers from using a service and than citing lack of use as reason to cut service near the community, D2 is the only convenient public transportation we can choose. We are relying on it to community, 20 is the only convenient public transportation we can choose. We are relying on it to community, 21 is the only convenient public transportation, we can choose. We are relying on it ac community, D2 is the only convenient p	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Bus Service Capital Budget Capital Budget
sreenbeit to take the 89. what analysis are you doing instead you should be forcing people to pay their [Bus Service	 will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Wesley Heights and Georgetown from public transportation. We would end up with almost unusable service on weekdays and no service on weekends. Duke Ellington School and Hardy Middle School would be severely affected, as would access to Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and evenings they are absolutely packed. Outside of rush hour they become unreliable and thus people choose other means of transportation, but this is due to WMATA's failure to provide reliable services, not a lack of interest on the side of the customers. Discouraging customers from using a service and than citing lack of use as reason to cut services off entirely is highly unprofessional and irresponsible. To those who may care. I'm the resident live in Glover Park and studying in Georgetown University. I strongly appeal do not eliminate the D2 bus because it is the only bus will go through Glover Park and many people like me are relying on it. There are no metro service near	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Bus Service Capital Budget Capital Budget
	will be zero, i.e. no public transportation near me to take people in my neighborhood (Berwyn Heights/College Park Estates/Yarrow) to any of the 3 Metrorail stations that the R12 bus serves. I think that's a real shame. Maybe you need other lines of revenue like sponsorship. Or you need to give things specialty train wraps and cards for cherry blossom festival. I think raising the fees is ridiculous. Stop the fare evasion. Don?t cut service lines Public transportation is fundamental; we will find the budget? together!!! Getting rid of the G12 route would create a hardship traveling to and from work. We need more funding for public transportation, not less. Public transportation shouldn't be some money-making scheme. It should be an essential service, and an investment in our community. The proposals would again cut off Glover Park, Wesley Heights and Georgetown from public transportation. We would end up with almost unusable service on weekdays and no service on weekends. Duke Ellington School and Hardy Middle School would be severely affected, as would access to Georgetown University Hospital and Sibley Hospital, affecting staff as well as patients and visitors. I regularly take busses in the neighborhood and whole there certainly are times they are less frequented, mornings and evenings they are absolutely packed. Outside of rush hour they become unreliable and trus people choose other means of transportation, but this is due to WMATA's failure to provide reliable services, not a lack of interest on the side of the customers. Discouraging customers from using a service and than citing lack of use as reason to cut services off entirely is highly unprofessional and irresponsible. To those who may care. I'm the resident live in Glover Park and studying in Georgetown University. I strongly appeal do not eliminate the D2 bus because it is the only bus will go through Glover Park and many people like me are relying on it. There are no metro service near the community, D2 is the only convenient public transportation	Fare Evasion/Safety/Crime Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Capital Budget Bus Service Capital Budget Bus Service Capital Budget Capital Budget

Comment	Category
My life will be somewhat affected but I can ride my bike or walk to work if needed. My high schooler?s	
life and those of many of her friends will be really severely affected because their commutes to school via the 32/36 and the 33, and the D6 and D2. Students who attend Basis, Latin PCS, Hardy MS, and	
many other schools will be very affected by this. Don?t you have data on who uses the service? Can?t	
you figure out how to better serve DC?s youth who, God knows, have enough to deal with? I also find it	
deeply upsetting that in a city that constantly finds money for billionaire sports team owners can?t	
support transit for its students and working poor who depend on transit. Shameful!!!	Bus Service
I live in a part of DC that does not have Metro access (Glover Park). I am reliant on the bus system to	
get to work, to shop, to see friends etc. The proposed service cuts would cut off direct bus service to my	
neighborhood and severly limit options of remaining bus service. Already, it is impossible to get on a 33	
bus between 8am and 8:45am because of the many school kids on the bus. If you curtail the service, how do you expect all the people along the Wisconsin Ave corridor that take the bus now (meaning	
they need to go where Metro doesn't go), to get around? Also, if you change the bus route to end at	
Foggy Bottom (thus forcing people to transfer) and then at the same time reduce Metro service you will	
have overflowing metro stations and no trains to take people anywhere. All I want is to live in a city	
that allows for people who don't own a car to be able to move around using public transit - and do so	
without ridiculous wait times and being stuck on clogged roads. But your proposal will do just that. It	
will put those with cars back on the street because they can afford to drive themselves out of public transit misery. Meanwhile those of us reliant on buses will struggle even more to use the system	
because it is being cut to the point that it becomes unusable. Please do not cut off neighborhoods from	
vital bus service, especially if it's the only mode of public transit that is offered.	Bus Service
i need the d6, d2, 96, x8, and frequent redline metros to get to school. don?t take that away.	Rail Service
Metro wasted tax payers money so much in the past 10 years and now you want to cut services that	
people used to get to work. Get rid of the rude bus drivers instead	Bus Service
this will affect many students who rely on public transportation to get to school. please don?t cut	
necessary train and bus services for students, particularly those of us that are working class and have no other options. i support slight fare increases. students have access to kids ride free cards, and fares	
no other options. I support slight fare increases, students have access to kids ride free cards, and fares wouldn?t affect us, but decreased service would	Bus Service
I would love to use metro more to both commute to work via bus and to go downtown from my home	
in northern silver spring (near the Glenmont metro). However, the C8 bus route is so unreliable I often	
end up waiting more than an hour for a bus, which makes commuting impossible. It also makes travel	
down town by metro rail more difficult. I usually end up driving after the bus never arrives.	Bus Service
Eliminating D2 will confine its current users only to private cars and taxis.	Bus Service
Hey man please please please dont cut the lines I gotta get to school, see my family, go shopping, get	
home. please dont close N2,4,6 Those are my lifeline to graduate school. do price increase if you need to or allocate other areas of the budget	Operating Budget, Management and Spending
These proposals disproportionately affect black and brown communities. The removal or limit of lines	
like the D6 and 80 will make it harder for people to get to work and school. The proposals are not in the	
best interest of the most vulnerable people.	Bus Service
Strongly oppose any plan to eliminate the D6 bus line, which is the sole source of public transportation	
for myself, my family, and my neighborhood.	Bus Service
I am one of many Glover Park residents who rely on the D2 (and 31/33) to get into town and to access Metro stations on a regular basis. Lam shocked that we are considering eliminating and (or reducing	
Metro stations on a regular basis. I am shocked that we are considering eliminating and/or reducing service on these lines. For our family, these lines are critical. We do not have a high salary and do not	
own a car, like many of our neighbors. Without regular service on these lines we will be forced to rely	
on costly ride share services, further burdening our wallets and our already taxed/congested	
thoroughfares. At a time when we ought to be considering financial constraints for families and climate	
impacts, I feel we are moving in the wrong direction. (I am confident that I speak for many of my	
neighbors and colleagues in this neighborhood.) Thank you for your consideration.	Operating Budget, Management and Spending
You cannot leave a large portion of the city/population without any bus service. The D2 and D6 routes	
are the only routes to two major hospitals and many private and public schools. Many people, like myself, do not own a verhicle and the bus is our only mode of transportation. This, for me, is a choice	
since the public transportation has been wonderful my entire life (born and raised Washingtonian) and	
having a vehicle was not necessary. It seems that this is your go to everytime there are budget cuts.	
Why? I am confused how you can have such disregard for us.	Operating Budget, Management and Spending
Please keep the service as is on Z6. It is the only bus that services Riderwood via Gracefield Calverton	-
/Cherry Hill RD to Silver Spring. As a low income senior citizen who doesn't drive metro is the affordable	
means to navigate on weekend to church and shopping center and to visit friends. Please keep the	
Saturday and Sunday service. Please. God bless you if it comes to that, I believe it is better to run a good service at a higher fare, than to cut service while	Bus Service
maintaining current fares. Reduced service could trigger a 'death spiral' by driving passengers away,	
resulting in further revenue loss and additional service cuts. Rinse, repeat.	Bus Service
I am not in favor the frequent price changes by WMATA. It has been impacting various life including	
lower incoming family who are seeking opportunity for their family. This change will not be in favor for	
public due to several mechanic issues with train and often delays. that already cause a significant	
impact to people who uses metro to work. instead of increasing fee for next fÂisicas year of 2025, focus	
should be on current issue that negatively affecting our public. By changing the price you are depriving the public. everything is expensive now a days why increase price for metro.	Pail Service
the public, everything is expensive now a days why increase price for metro. Not Comment	Rail Service Miscellaneous
You cannot cut services vital to this city?s working class and other groups who rely on transit (like the	
G2 bus for students and all services east of the Anacostia). Find the funding to do better. Fare increases	
are a tax on the poor. Service cuts make people?s lives harder when they already rely heavily on your	
transit to get to work and home.	Bus Service
I live in Foxhall Village and catch the D6 to work at the same time five days per week. If there is no D6	
available when I leave work (not always at the same time) I will take the D2 instead and walk the 10	
minutes to my house from near Duke Ellington School. I am VERY concerned that both of these routes are to be eliminated - the buses I catch are always very well patronised, by city workers and school	
children. If they are to be eliminated but replaced by a new bus route this should be communicated	
ASAP so that we can make plans. I have no other way of getting to my workplace on 16th Street NW if	
those bus routes are eliminated. I have had to walk home from work a few times because of service	
disruptions and it takes an hour. I cannot commute on foot every day. I cannot afford parking in the	
city. I cannot afford ride share. My job does not allow me to work from home and so I am entirely	
dependent on the D6 to maintain my employment. Please start communicating your plans for bus	
services in the Palisades, Foxhall and Georgetown University neighbourhoods as soon as possible.	Bus Service
Metrobus has been a vital part of my life in DC and I am not in favor of eliminating routes. If needed, perhaps run fewer buses.	Bus Service
pernaps run rener buses.	log serves

Comment	Category
I notice that there was no mention of personnel cuts. The people who set in the boxes at stations, with the exception of those who are at DCA and a few at Union station, do nothing. They do not answer	
questions. They do not fix broken faregates. They do not confront or track farejumpers. They do not call	
clean-up crew when they are alerted to broken glass in the station at the entrance to an escalator. All	
they do is watch TikTok. They should all be let go, and then metro can save on paying their salaries and	
their retirement. Separately, the most important service to keep, in my perspective is rush hour service.	
This one should fund itself! And since so many people using it have their benefits paid by work, all	
these customers are price-insensitive, no matter how much they complain. I support fare increases?a	
base DC metro fare costs less than NYC, SF, Chicago, or Boston, and honestly the service is already	
better than any of those so it should cost MORE.	Fares/Fees/Parking
I reside in a DC neighborhood serviced by a single Metrobus route (D6) that is on the proposed elimination list and no Metrorail or Circulator. My child and classmates rely on this Metrobus to	
commute to their in boundary DC public school and it is also my primary means to commute to my DC	
office.	Bus Service
I?m fortunate to be on a line with frequent runs, and worry about the cuts to other lines that people	
truly depend on. Why is ridership down? Longer waits erratic arrival and departure times (worst in the	
evenings) send people to their phones to catch ride shares. I depend on 31,33 and H4 frequently?can?t	
imagine in other parts of the city seeing that cut.	Bus Service
The D6 bus route is the only WMATA transportation to Medstar Georgetown Hospital and Sibley	
Memorial Hospital, resulting in a major workforce disruption to an already stretched healthcare workforce. As stated in the proposed cuts, there is no alternative public transportation route for the D6	
bus route.	Bus Service
Metrorail and Metrob£s should lessen service frequency on major federal holidays (e.g., Christmas	
Day, New Year?s Day, Thanksgiving Day).	Bus Service
1. The Metro Access map is impossible to read/understand. Both my father and brother use Metro	
Access and I can?t figure out if the proposed changes will affect them. 2. Re new buses: I?m a senior	
and the so-called ?priority? seats are often unavailable because they?re occupied by a) teenagers, who	
should flat out be prohibited from sitting there unless disabled; or b) families with strollers. Those	
families, in turn, have nowhere to move to because they would have to carry a stroller and kids up steps to even reach the back of the bus. So I hope, in procuring new buses, you will pick a better design	
& have stroller families enter from their rear. 3) BIGGEST issue for me in riding buses is that they too	
often reek of smoke or previous smoking (weed being the most recent problem). I don't ride nearly as	
much as I used to ? I?d rather walk a few miles than breathe that crap. You need to address that.	Bus Service
Please do not eliminate the bus routes to Georgetown hospital-D2 and D6. Patients and hospital	
employees rely on this transportation and it is critical to keep, especially in an area with low parking	
availability and growing patient and employee population with the new building addition! Thank you	
for considering.	Bus Service
It?s reasonable to reduce services based on the ridership, such as frequency and hours of operations but to eliminate a metrobus line that would leave residents with no option is not acceptable. If	
Metrobus eliminates 22A and 22F, there will be no bus service within Fairlington south of 1395. Given	
that there are many senior citizens in the neighborhood and many people do use the bus to commute	
to Pentagon, this is a major concern from an accessibility and equity perspective.	Bus Service
Any cuts to metro services is absolutely unacceptable and would have devastating consequences for	
DC. I really hope Metro can get the funding it needs and it?s ridiculous that critical public transit	
services get cut when incredibly wasteful projects like highway expansions are regularly greenlit? if	
there is any way to help, please let us know!	Capital Budget
No changes to the L2 Metrobus. It is important to users and the neighborhoods to have the L2 service available. Making the suggested changes would be de facto punishment to those who ride the bus and	
who live and/or work in the area.	Bus Service
Service reduction/elimination during the daytime would affect children's commute to school and to	
other activities, which I think is important to avoid.	Bus Service
problem of asking bus riders to rely on connections is that DC buses sadly do NOT generally run on time	
(I presume this is because there are no bus lanes). This combined with sometimes long wait times	
between buses means that the likelihood of making an efficient connection is very low. This can	
drastically increase the amount of time one needs to budget to get to a certain location by a certain	
time. For example, with just one bus ride taking 35min, if the bus comes every 15min, I need to budget	
at least 35+15=50min to be there on time (to account for the uncertain arrival time of the bus), plus	
any difference time between when I can arrive and when I need to arrive by, thereby needing to leave	
about 1h before I need to get to my destination. If I need to make a coercion, all bets are off. I now	
need to add buffer time for both the first and second bus, to account for their respective uncertain arrival time and patchy schedules. Let?s say it?s one 20min bus ride followed by one 15min bus ride.	
Each bus comes every 15min (an optimistic estimate). I may wait up to 15min for each, if I?m unlucky.	
This means I now need to budget 15+20+15+15=65min at least. So now my 35min bus ride has	
morphed into almost twice that. If buses are less frequent than every 15min, it gets even harder and	
unreliable. I may get into a situation where on any given day I may be 30min early or 30min late for the	
exact same route. Medical appointments don?t allow for more than 15min of lateness before they get	
cancelled and you?re charged a cancellation fee. If this is for work or to catch a train, obviously there is	
a need to be there on time. So, maybe I?m now considering just walking, taking an Uber, or just going	
to a different place that can be reached by Metro or without an unreliable bus connection. Where we	
can go to affordably from NW DC if we don?t drive is already so restricted. It affects everything - where I can live, work, play, get medical care, etc. We need more frequent and reliable buses/trains on	
Wisconsin Ave, not the reverse. And I know it?s not in WMATA?s power, but for Pete?s sake, why	
aren?t there priority bus lanes already?. It would give more incentive for people to actually use the	
buses, if buses rode on time and could cut through traffic in at least some busy spots! Finally ? sorry to	
hear about the budget issues. One thing I notice is that a lot of the buses have card readers that don?t	
work, so people ride for free. I don?t mind riding for free obviously, but if we?re at the point of needing	
to cut service? I don?t know, how about fixing the card readers so people can actually pay their fare? :-	
/ I also see people jump over the fare gates (right under the nose of the person watching the station,	Operating Budget Management and Spending
who just lets it happen?). Presumably that?s just a drop in the bucket compared to the level of The 96 has few riders during morning rush hour but is a lifesaver at Union Station when Metrorail isn't	Operating Budget, Management and Spending
running. N2-N6, 31 seem to be primarily used by people commuting to and from downtown during	
rush hour. Bring back rush hour only 37 to get people downtown and back quickly. I think it had only a	Rail Service
rush hour. Bring back rush hour only 37 to get people downtown and back quickly. I think it had only a few stops on MASSACHUSETTS AVE which got us downtown fast.	
few stops on MASSACHUSETTS AVE which got us downtown fast. Get Maryland and Virginia to increase their contributions. It's unfortunate because the people that pay are going to be penalized for the people that jump the gates and squeeze in and out with the paying	
few stops on MASSACHUSETTS AVE which got us downtown fast. Get Maryland and Virginia to increase their contributions. It's unfortunate because the people that pay are going to be penalized for the people that jump the gates and squeeze in and out with the paying customers. You will always have problems with you don't fix that.	Fare Evasion/Safety/Crime
few stops on MASSACHUSETTS AVE which got us downtown fast. Get Maryland and Virginia to increase their contributions. It's unfortunate because the people that pay are going to be penalized for the people that jump the gates and squeeze in and out with the paying	

Commont	
Comment	Category
Yall are doing things that will lead to a longterm decrease in rider ship. What have other metro areas done in similar situations? Metro accessibility is a major reason most of my circle doesn't ride. Also	
physical safety at some stations.	Fare Evasion/Safety/Crime
Yall are doing things that will decrease ridership in the long run. The reason my friends and I don't use	
metro as often is accessibility and physical safety.	Fare Evasion/Safety/Crime
Metro is critical service in the DC metro region. Residents make basic decisions like where they choose to live based on the availability of metro indeed if they will even live in the region. Businesses make	
decisions based on metro and metro As we all know, includes buses. I am saddened indeed appalled to	
see how a once great system is being ravaged eliminating a service critical to the residents of the	Bus Service
The d6 bus is critical to my getting to and from work and would hugely impact my travel. As a dc tax	
paying resident and home owner I employ you to keep this route. This is a hospital route passing by	
george washington hospital, georgetown university hospital and sibley hospital. It should be a major	
inner city route to help those in need meet their health access. Stopping this route will impact health access to myself and the community	Bus Service
It is unconscionable to reduce public transit service in a major world capital in light of climate change,	bus service
high crime and increasing inflation. By removing all service to areas with no metro stop, the city is	
making pockets completely isolated to residents who have only the option of driving or staying home -	
no longer participating in the economy. It is also an intellectually dishonest choice to suggest one must	
choose between fare hikes or loss of service. The affected municipalities could choose to invest further	
in public transit - just as European countries do! Tax all the developers profiting from construction and earmark a portion of those funds to a thriving public transit system. This proposal is undemocratic and	
penalizes the young, old, disabled, immigrant and low-income who have the greatest need for a low	
cost, accessible, connected, public transit system. Save the D2, D4, D6, and 30 lines! But save ALL	
transit ? invest, innovate and lead to make DC truly a world-class city.	Fare Evasion/Safety/Crime
I have lived in the DMV for more than 20 yrs and have never owned a car. Eliminating weekend service	
on the N2,4,6 would force me to purchase one. Once I have a car, my need for metro would be	
reduced. Additionally, it would be fiscally irresponsible for me to take Metro in most situations, given that I will have already spent money on the car. Also, asking about use of the N2,4 on the weekends is	
misleading, since only the N6 runs during those times. Decreasing Metrobus service or increasing	
metrobus fares generally would have an inequitable effect on communities throughout the DMV, given	
that individuals of color and those with financial resources are more likely to take the bus. Additionally,	
reducing the availability of public transportation is contrary to decreasing energy consumption and	
reducing our carbon footprint. Those of us who can afford it will purchase vehicles, thereby increasing pollution. It will also have significant negative effects on the price of real estate proximate to Metro	
stations and make such properties less appealing and increase the need for parking. This is also counter	
to the plans implemented by city leaders in recent years.	Operating Budget, Management and Spending
The proposed service cuts would basically eliminate commute/travel options via public transport for	
Glover Park residents. Many rely on route D2 to go to work, come home, and connect to metrorail	
service at DuPont circle. It is the only route Glover Park has after D1 got eliminated during the	
pandemic. Piling up to a combined route 31 and 33 only reaching Foggy Bottom plus an elimination of route D6, the FY25 proposal is leaving an entire neighborhood such limited - if not completely	
eliminated - means to commute and go around. That should not be the way when considering changes	
to the public transit program. WMATA could and should consider alternatives to address budget	
shortfalls such as fare increase or maybe a peak hour surcharge on metrobus, as oppose to massively	
cutting and reducing services.	Operating Budget, Management and Spending
Im on lift please don't cut that. I would not be able to go to work with out it. Most of the cuts are in the	
buses around anacostia. It's not right to cut out the buses for the people who live here, in favor of the tourists.	Bus Service
	bus service
It is ok with the budget and fare increases but I would like to see the metro rails function better with	
It is ok with the budget and fare increases but I would like to see the metro rails function better with less delays and clean stataions.	Operating Budget, Management and Spending
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free.	Operating Budget, Management and Spending
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA	
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased.	Operating Budget, Management and Spending Fare Evasion/Safety/Crime
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA	
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar	Fare Evasion/Safety/Crime
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses	Fare Evasion/Safety/Crime
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city	Fare Evasion/Safety/Crime Bus Service
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city center/downtown/high populated areas should NOT be eliminated. Many people rely heavily on these	Fare Evasion/Safety/Crime Bus Service
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city center/downtown/high populated areas should NOT be eliminated. Many people rely heavily on these routes to get to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these	Fare Evasion/Safety/Crime Bus Service
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city center/downtown/high populated areas should NOT be eliminated. Many people rely heavily on these	Fare Evasion/Safety/Crime Bus Service
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city center/downtown/high populated areas should NOT be eliminated. Many people rely heavily on these routes to get to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these routes. Also, the budget should account for rail/bus cleanliness. bathrooms at select stops should be	Fare Evasion/Safety/Crime Bus Service Bus Service
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city center/downtown/high populated areas should NOT be eliminated. Many people rely heavily on these routes to get to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these routes. Also, the budget should account for rail/bus cleanliness. bathrooms at select stops should be unlocked using an active metro pass similar to walking through the fare gates. Eliminating the D2 and D6 is just not smart. These busses connect bh Hardy Middle School and Duke Elimington school students and teachers with metro access. They are also invaluable to the residents of	Fare Evasion/Safety/Crime Bus Service Bus Service
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city center/downtown/high populated areas should NOT be eliminated. Many people rely heavily on these routes to BC and DC metropolitan's area in MD and VA. Please consider not eliminating these routes. Also, the budget should account for rail/bus cleanliness. bathrooms at select stops should be unlocked using an active metro pass similar to walking through the fare gates. Eliminating the D2 and D6 is just not smart. These busses connect both Hardy Middle School and Duke Ellington school students and teachers with metro access. They are also invaluable to the residents of Georgetown and Glover Park, who do not have metro station access. There is no other way for these	Fare Evasion/Safety/Crime Bus Service Bus Service
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city center/downtown/high populated areas should NOT be eliminated. Many people rely heavily on these routes to get to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these unlocked using an active metro pass similar to walking through the fare gates. Eliminating the D2 and D6 is just not smart. These busses connect both Hardy Middle School and Duke Ellington school students and teachers with metro access. They are also invaluable to the residents of Georgetown and Glover Park, who do not have metro station access. There is no other way for these students and residents to get to town. The D2 and D6 are incredibly important to these communities!	Fare Evasion/Safety/Crime Bus Service Bus Service
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city center/downtown/high populated areas should NOT be eliminated. Many people rely heavily on these routes to get to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these routes, Also, the budget should account for rail/bus cleanliness. bathrooms at select stops should be unlocked using an active metro pass similar to walking through the fare gates. Eliminating the D2 and D6 is just not smart. These busses connect to th Hardy Middle School and Duke Elimington school students and teachers with metro access. They are also invaluable to the residents of Georgetown and Glover Park, who do not have metro station access. There is no other way for these students and residents to get to town. The D2 and D6 are incredibly important to these communities! Reducing frequency would be a better option in dire situation. Eliminating these routes would have a	Fare Evasion/Safety/Crime Bus Service Bus Service Operating Budget, Management and Spending
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city center/downtown/high populated areas should NOT be eliminated. Many people rely heavily on these routes to get to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these unlocked using an active metro pass similar to walking through the fare gates. Eliminating the D2 and D6 is just not smart. These busses connect both Hardy Middle School and Duke Ellington school students and teachers with metro access. They are also invaluable to the residents of Georgetown and Glover Park, who do not have metro station access. There is no other way for these students and residents to get to town. The D2 and D6 are incredibly important to these communities!	Fare Evasion/Safety/Crime Bus Service Bus Service
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city center/downtown/high populated areas should NOT be eliminated. Many people rely heavily on these routes to get to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these routes. Also, the budget should account for rail/bus cleanliness. bathrooms at select stops should be unlocked using an active metro pass similar to walking through the fare gates. Eliminating the D2 and D6 is just not smart. These busses connect both Hardy Middle School and Duke Elington school students and teachers with metro access. They are also invaluable to the residents of Georgetown and Glover Park, who do not have metro station access. There is no other way for these students and residents to get to town. The D2 and D6 are incredibly important to these communities! Reducing frequency would be a better option in dire situation. Eliminating these routes would have a serious negative impact for citizens across the city, not just Ward 2 and Ward 3.	Fare Evasion/Safety/Crime Bus Service Bus Service Operating Budget, Management and Spending
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city center/downtown/high populated areas should NOT be eliminated. Many people rely heavily on these routes to get to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these routes. Also, the budget should account for rail/bus cleanliness. bathrooms at select stops should be unlocked using an active metro pass similar to walking through the fare gates. Eliminating the D2 and D6 is just not smart. These busses connect both Hardy Middle School and Duke Ellington school students and teachers with metro access. They are also invaluable to the residents of Georgetown and Glover Park, who do not have metro station access. There is no other way for these students and residents to get to town. The D2 and D6 are incredibly important to these comunities! Reducing frequency would be a better option in dire situation. Eliminating these routes would have a serious negative impact for citizens across the city, not just Ward 2 and Ward 3. The D2, D6, 31 and 33 are crucial for providing public transportation services to Georgetown/Burleith/Glover Park/FoxAll, including two hospitals and a university. Without them it will be incredibly difficult to access these neighborhoods, given there is no nearby metro. Please do not	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city center/downtown/high populated areas should NOT be eliminated. Many people rely heavily on these routes to get to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these routes to get to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these routes. Also, the budget should account for rail/bus cleanliness. bathrooms at select stops should be unlocked using an active metro pass similar to walking through the fare gates. Eliminating the D2 and D6 is just not smart. These busses connect both Hardy Middle School and Duke Elington school students and teachers with metro access. They are also invaluable to the residents of Georgetown and Glover Park, who do not have metro station access. There is no other way for these students and residents to get to town. The D2 and D6 are incredibly important to these communities! Reducing frequency would be a better option in dire situation. Eliminating these routes would have a serious negative impact for citizens across the city, not just Ward 2 and Ward 3. The D2, D6, 31 and 33 are crucial for providing public transportation services to Georgetown/Burleith/Glover Park/Foxhall, including two hospitals and a university. Without them it will be incredibly difficult to access these neighborhoods, given there is no nearby metro. Please do not cut them	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city center/downtown/high populated areas should NOT be eliminated. Many people rely heavily on these routes to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these routes. Also, the budget should account for rail/bus cleanliness. bathrooms at select stops should be unlocked using an active metro pass similar to walking through the fare gates. Eliminating the D2 and D6 is just not smart. These busses connect both Hardy Middle School and Duke Ellington school students and teachers with metro access. There also invaluable to the residents of Georgetown and Glover Park, who do not have metro station acces. There is no other way for these students and residents to get to town. The D2 and D6 are incredibly important to these communities! Reducing frequency would be a better option in dire situation. Eliminating these routes would have a serious negative impact for citizens across the city, not just Ward 2 and Ward 3. The D2, D6, 31 and 33 are crucial for providing public transportation services to Georgetown/Burleith/Glover Park/Foxhall, including two hospitals and a university. Without them it will be incredibly difficult to access these neighborhoods, given there is no nearby metro. Please do not cut them Please don't cut weekday service	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Service
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city center/downtown/high populated areas should NOT be eliminated. Many people rely heavily on these routes to get to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these routes to get to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these routes. Also, the budget should account for rail/bus cleanliness. bathrooms at select stops should be unlocked using an active metro pass similar to walking through the fare gates. Eliminating the D2 and D6 is just not smart. These busses connect both Hardy Middle School and Duke Elington school students and teachers with metro access. They are also invaluable to the residents of Georgetown and Glover Park, who do not have metro station access. There is no other way for these students and residents to get to town. The D2 and D6 are incredibly important to these communities! Reducing frequency would be a better option in dire situation. Eliminating these routes would have a serious negative impact for citizens across the city, not just Ward 2 and Ward 3. The D2, D6, 31 and 33 are crucial for providing public transportation services to Georgetown/Burleith/Glover Park/Foxhall, including two hospitals and a university. Without them it will be incredibly difficult to access these neighborhoods, given there is no nearby metro. Please do not cut them	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city center/downtom/high populated areas should NOT be eliminated. Many people rely heavily on these routes to get to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these routes. Also, the budget should account for rail/bus cleanliness. bathrooms at select stops should be unlocked using an active metro pass similar to walking through the fare gates. Eliminating the D2 and D6 is just not smart. These busses connect both Hardy Middle School and Duke Ellington school students and teachers with metro access. They are also invaluable to the residents of Georgetown and Glover Park, who do not have metro station access. There is no other way for these students and residents to get to town. The D2 and D6 are incredibly important to these comunities! Reducing frequency would be a better option in dire situation. Eliminating these routes would have a serious negative impact for citizens across the city, not just Ward 2 and Ward 3. The D2, D6, 31 and 33 are crucial for providing public transportation services to Georgetown/Burleith/Glover Park/Foxhall, including two hospitals and a university. Without them it will be incredibly difficult to access these neighborhoods, given there is no nearby metro. Please do not cut them Please don't cut weekday service Schools that use the metro need the D6, D2, the G2, and the 33 to get home.	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Service
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city center/downtown/high populated areas should NOT be eliminated. Many people rely heavily on these routes to get to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these routes. Also, the budget should account for rail/bus cleanliness. bathrooms at select stops should be unlocked using an active metro pass similar to walking through the fare gates. Eliminating the D2 and D6 is just not smart. These busses connect both Hardy Middle School and Duke Elimingting the D2 and D6 is just not smart. These busses connect both Hardy Middle School and Duke Elimingt ne b2 and D6 is gut to town. The D2 and D6 are incredibly important to these communities! Reducing frequency would be a better option in dire situation. Eliminating these routes would have a serious negative impact for citizens across the city, not just Ward 2 and Ward 3. The D2, D6, 31 and 33 are crucial for providing public transportation services to Georgetown/Burleith/Glover Park/chohali, including two hospitals and a university. Without them it will be incredibly difficult to access these neighborhoods, given there is no nearby metro. Please do not cut them Please don't cut weekday service Schools that use the metro need the D6, D2, the G2, and the 33 to get home. Any increases in fares, which are already prohibitive for a family to travel into the city, will decrease idership. Any cuts in routes will	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Service
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city center/downtown/high populated areas should NOT be eliminated. Many people rely heavily on these routes to get to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these routes. Also, the budget should account for rail/bus cleanliness. bathrooms at select stops should be unlocked using an active metro pass similar to walking through the fare gates. Eliminating the D2 and D6 is just not smart. These busses connect both Hardy Middle School and Duke Ellington school students and teachers with metro access. They are also invaluable to the residents of Georgetown and Glover Park, who do not have metro station access. There is no other way for these students and residents to get to town. The D2 and D6 are incredibly important to these comunities! Reducing frequency would be a better option in dire situation. Eliminating these routes would have a serious negative impact for citizens across the city, not just Ward 2 and Ward 3. The D2, D6, 31 and 33 are crucial for providing public transportation services to Georgetown/Kevleth/Kolver Park/FoxAll, including two hospitals and a university. Without them it will be incredibly difficult to access these neighborhoods, given there is no nearby metro. Please do not cut them Please don't cut weekday service Schools that use the metro need the D6, D2, the G2, and the 33 to get home. Any increases in fares, which are alread	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Service
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city center/downtown/high populated areas should NOT be eliminated. Many people rely heavily on these routes to get to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these routes. Also, the budget should account for rail/bus cleanliness. bathrooms at select stops should be unlocked using an active metro pass similar to walking through the fare gates. Eliminating the D2 and D6 is just not smart. These busses connect both Hardy Middle School and Duke Elington school students and teachers with metro access. They are also invaluable to the residents of Georgetown and Glover Park, who do not have metro station access. There is no other way for these students and residents to get to town. The D2 and D6 are incredibly important to these communities! Reducing frequency would be a better option in dire situation. Eliminating these routes would have a serious negative impact for citizens across the city, not just Ward 2 and Ward 3. The D2, D6, 31 and 33 are crucial for providing public transportation services to Georgetown/Burleith/Glover Park/Foxhall, including two hospitals and a university. Without them it will be incredibly difficult to access these neighborhoods, given there is no nearby metro. Please do not cut them Please don't cut weekday service Schools that use the metro need the D6, D2, the G2, and the 33 to get home. Any increases in fares, which are alre	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Service
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city center/downtown/high populated areas should NOT be eliminated. Many people rely heavily on these routes to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these routes to get to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these routes. Also, the budget should account for rail/bus cleanliness. bathrooms at select stops should be unlocked using an active metro pass similar to walking through the fare gates. Eliminating the D2 and D6 is just not smart. These busses connect both Hardy Middle School and Duke Elington school students and teachers with metro access. They are also invaluable to the residents of Georgetown and Glover Park, who do not have metro station access. There is no other way for these students and residents to get to town. The D2 and D6 are incredibly important to these communities! Reducing frequency would be a better option in dire situation. Eliminating these routes would have a serious negative impact for citizens across the city, not just Ward 2 and Ward 3. The D2, D6, 31 and 33 are crucial for providing public transportation services to Georgetown/Burleith/Glover Park/Foxhall, including two hospitals and a university. Without them it will be incredibly difficult to access these neighborhoods, given there is no nearby metro. Please don to cut them Please don't cut weekday service Schools that use the m	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Service
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city center/downtom/high populated areas should NOT be eliminated. Many people rely heavily on these routes to get to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these routes, Also, the budget should account for rail/bus cleanliness. bathrooms at select stops should be unlocked using an active metro pass similar to walking through the fare gates. Eliminating the D2 and D6 is just not smart. These busses connect toth Hardy Middle School and Duke Ellington school students and teachers with metro access. They are also invaluable to the residents of Georgetown and Glover Park, who do not have metro station access. There is no other way for these tudents and residents to get to town. The D2 and D6 are incredibly important to these comunities! Reducing frequency would be a better option in dire situation. Eliminating these routes would have a serious negative impact for citizens across the city, not just Ward 2 and Ward 3. The D2, D6, 31 and 33 are crucial for providing public transportation services to Georgetown/Burleith/Glover Park/Foxhall, including two hospitals and a university. Without them it will be incredibly difficult to access these neighborhoods, given there is no nearby metro. Please do not cut them Please don't cut weekday service Schools that use the metro need the D6, D2, the G2, and the 33 to get home. Any increases in fares, which are alread	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Servic
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city center/downtown/high populated areas should NOT be eliminated. Many people rely heavily on these routes to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these routes to get to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these routes. Also, the budget should account for rail/bus cleanliness. bathrooms at select stops should be unlocked using an active metro pass similar to walking through the fare gates. Eliminating the D2 and D6 is just not smart. These busses connect both Hardy Middle School and Duke Elington school students and teachers with metro access. They are also invaluable to the residents of Georgetown and Glover Park, who do not have metro station access. There is no other way for these students and residents to get to town. The D2 and D6 are incredibly important to these communities! Reducing frequency would be a better option in dire situation. Eliminating these routes would have a serious negative impact for citizens across the city, not just Ward 2 and Ward 3. The D2, D6, 31 and 33 are crucial for providing public transportation services to Georgetown/Burleith/Glover Park/Foxhall, including two hospitals and a university. Without them it will be incredibly difficult to access these neighborhoods, given there is no nearby metro. Please don to cut them Please don't cut weekday service Schools that use the m	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Service
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city center/downtown/high populated areas should NOT be eliminated. Many people rely heavily on these routes to get to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these routes. Also, the budget should account for rail/bus cleanliness. bathrooms at select stops should be unlocked using an active metro pass similar to walking through the fare gates. Eliminating the D2 and D6 is just not smart. These busses connect both Hardy Middle School and Duke Eliminating the D2 and D6 is just not smart. These busses connect both Hardy Middle School and Duke Elimingt ne residents to get to town. The D2 and D6 are incredibly important to these communities! Reducing frequency would be a better option in dire situation. Eliminating these routes would have a serious negative impact for citizens across the city, not just Ward 2 and Ward 3. The D2, D6, 31 and 33 are crucial for providing public transportation services to Georgetown/Burleith/Glover Park/Foxhali, including two hospitals and a university. Without them it will be incredibly difficult to access these neighborhoods, given there is no nearby metro. Please don to cut them Please don't cut weekday service Schools that use the metro need the D6, D2, the G2, and the 33 to get home. Any increases in fares, which are already prohibitive for a family to travel into the city, will decrease ridership. Any cuts in routes wil	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service Bus Service Bus Service Bus Service Servic
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city center/downtown/high populated areas should NOT be eliminated. Many people rely heavily on these routes to get to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these routes. Also, the budget should account for rail/bus cleanliness. bathrooms at select stops should be unlocked using an active metro pass similar to walking through the fare gates. Eliminating the D2 and D6 is just not smart. These busses connect both Hardy Middle School and Duke Eliminating the D2 and D6 is just not smart. These busses connect both Hardy Middle School and Duke Eliminating frequency would be a better option in dire situation. Eliminating these routes would have a serious negative impact for citizens across the city, not just Ward 2 and Ward 3. The D2, D6, 31 and 33 are crucial for providing public transportation services to Georgetown/Burleith/Glower Park/, who do not have metro access. There is no nearby metro. Please do not cut them Please don't cut weekday service Schools that use the metro need the D6, D2, the G2, and the 33 to get home. Any increases in fares, which are already prohibitive for a family to travel into the city, will decrease ridership. Any cuts in routes will impact people who have to build their lives around access that don?t work on the tracks and I guess the smart cards have worked out but that seemed very inefficient. But you can?t keep the escala	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city center/downtown/high populated areas should NOT be eliminated. Many people rely heavily on these routes to get to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these routes. Also, the budget should account for rail/bus cleanliness. bathrooms at select stops should be unlocked using an active metro pass similar to walking through the fare gates. Eliminating the D2 and D6 is just not smart. These busses connect both Hardy Middle School and Duke Elington school students and teachers with metro access. They are also invaluable to the residents of Georgetown and Glover Park, who do not have metro station access. There is no other way for these students and residents to get to town. The D2 and D6 are incredibly important to these communities! Reducing frequency would be a better option in dire situation. Eliminating these routes would have a serious negative impact for citizens across the city, not just Ward 2 and Ward 3. The D2, D6, 31 and 33 are crucial for providing public transportation services to Georgetown/Burleith/Glover Park/Foxhall, including two hospitals and a university. Without them it will be incredibly difficult to access these neighborhoods, given there is no nearby metro. Please do not cut them Please don't cut weekday service Schools that use the metro need the D6, D2, the G2, and the 31 toget home. Any increases in fares, which are alrea	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city center/downtown/high populated areas should NOT be eliminated. Many people rely heavily on these routes to get to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these routes. Also, the budget should account for rail/bus cleanliness. bathrooms at select stops should be unlocked using an active metro pass similar to walking through the fare gates. Eliminating the D2 and DG is just not smart. These busses connect both Hardy Middle School and Duke Elimingting the D2 and DG log ver Park, who do not have metro station access. They are also invaluable to the residents of Georgetown and feidents to get to town. The D2 and DG are incredibly important to these communities! Reducing frequency would be a better option in dire situation. Eliminating these routes would have a serious negative impact for citizens across the city, not just Ward 2 and Ward 3. The D2, D6, 31 and 33 are crucial for providing public transportation services to Georgetown/Burleith/Glover Park/Foxhall, including two hospitals and a university. Without them it will be incredibly difficult to access these neighborhoods, given there is no nearby metro. Please don to cut them Please don't cut weekday service Schools that use the metro need the D6, D2, the G2, and the 33 to get home. Any increases in fares, which are already prohibitive for a family to travel into the city, will decrease that don	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service
less delays and clean stataions. Metro should be funded fully by the three jurisdictions such that the entire system should be fare-free. Funding for security should also be increased. Funding for bolstering the safety culture within WMATA as a whole should also be increased. please do not D2 and D6 patients and staff use this bus to get to and from appointments at MedStar Georgetown Stop trying to take the D2 away. You do this every freaking time and it's so annoying. My livelihood relies on these busses I believe that city center bus stops in all of DC and routes connecting Maryland and Virginia to DC's city center/downtown/high populated areas should NOT be eliminated. Many people rely heavily on these routes to get to DC and DC metropolitan's area in MD and VA. Please consider not eliminating these routes. Also, the budget should account for rail/bus cleanliness. bathrooms at select stops should be unlocked using an active metro pass similar to walking through the fare gates. Eliminating the D2 and D6 is just not smart. These busses connect both Hardy Middle School and Duke Elington school students and teachers with metro access. They are also invaluable to the residents of Georgetown and Glover Park, who do not have metro station access. There is no other way for these students and residents to get to town. The D2 and D6 are incredibly important to these communities! Reducing frequency would be a better option in dire situation. Eliminating these routes would have a serious negative impact for citizens across the city, not just Ward 2 and Ward 3. The D2, D6, 31 and 33 are crucial for providing public transportation services to Georgetown/Burleith/Glover Park/Foxhall, including two hospitals and a university. Without them it will be incredibly difficult to access these neighborhoods, given there is no nearby metro. Please do not cut them Please don't cut weekday service Schools that use the metro need the D6, D2, the G2, and the 31 toget home. Any increases in fares, which are alrea	Fare Evasion/Safety/Crime Bus Service Operating Budget, Management and Spending Bus Service

Comment	Category
We need more service, not less. If you want people to be happy with and ride the system, it needs to	
be more available not less. Longer wait times means more walking for me (I guess good for exercise!).	
The fare evasion needs to be stopped. The busses need new seats that aren't cloth. And crime in the	
system needs to be taken care of. Keep the programs for free or reduced rides for seniors, students,	
and low-income. But raise the fare a little on people who can afford it. For most of us, it's still cheaper	
than owning a care.	Bus Service
These cuts will only hurt poor riders, since wealthy people usually drive. Eliminating routes, cutting	
night service, and increasing wait times between buses will create new safety threats for people who are relying on your buses to get to work and school. Please appeal to MD, VA, and DC governments that	
the capital region of the world's wealthiest country should not cut public transportation and endanger	
the most vulnerable populations who rely on these buses to live their lives. They should contribute	
more to WMATA's budget.	Operating Budget, Management and Spending
PLEASE DO NOT CUT THE D6 I NEED THAT BUS TO GET TO SCHOOL I LIVE ON THE OTHER SIDE OF THE	
CITY AND IT IS A LIFESAVER	Bus Service
I work at Medstar Georgetown University Hospital. The removal of the D6 line would greatly affect the	
way staff members and patients are able to get to the hospital.	Bus Service
Please keep the bus route to the pentagon from Burke, 18J, 18P. One line has already been cut and it?s	
been terrible. There is not a close metro in Burke, only the VRE which is extremely limited. Burke NEEDS	
to be kept at least with the busses, we really need a metro out this way.	Bus Service
Public transit is vital for transportation for individuals to get to and from work as well as to and from	
economically dense areas. With the growing wealth gap I honestly think metro bus and rail services	
should become free, what happened to the proposal for free bus services? Why is it that this survey is	
asking to choose between higher fares or less service? Why did you spend millions on upgrading fare	
gates instead of dumping that money into covering services for some established amount of time?	Service Levels
Please do not remove the R12 Or G12 service as it will inhibit my ability to get to work on time and cost	
more money out of pocket to get home. The reason I use metro bus is because it is reliable and close by	
me to take me where I need to go. I love the bus route service please do not stop the R12 specifically	Bus Service
Please do not shut down R12 and g12 service as I need them to get to work and home. Cutting services	
will drastically increase the time it takes to get from point A to point B. Taking metro after these service	
cuts will be useless	Bus Service
Good morning: A lot of us here at Medstar Georgetown University Hospital Ride those buses (D2 D6) to	
come to work Professionals housekeeper the Service Department Nurses ETC, is a Crazy Idea to remove	
Those Buses. Also, you have the Sibling Hospital down the street, Those Patients and Employees Will be	Rus Somico
Affected also. Thank you This is very hard but some of us can stand the fare increases so that we have a functioning metro	Bus Service
system in the nation's capital.	Fares/Fees/Parking
It wouldn't be fair to eliminate the metro access to the working class that need or preferer to take the	raies/rees/raiking
Bus for work. Please be considerate of others in need. Thank you!	Bus Service
As a Georgetown student, the G2 route is an extremely useful and convenient bus for connecting our	
neighborhood to the rest of DC. Please do not eliminate the one bus that goes to Georgetown.	Bus Service
I like riding the metro bus and the train but in my area Green belt area sometimes the buses do not	
show up on time. Sometimes you have to wait the next hour for the next bus to come and this is on	
weekdays and weekends sometimes the bus drivers even pass you by why you stand at the bus stop	
Something needs to be done about increase but also y'all need to get on your bus drops and have a	
direct number where we can call to complain. Thank you.	Bus Service
MAKE IT FREE AND CHARGE MD AND VA MORE	Miscellaneous
Please do not mess with the 31, 33, D2, N2, N4, N6. I rely on these bus lines for my jobs and school. You	
would be drastically changing my life just to save some money. I appreciate your work and time, please	
show some appreciation for your service users too.	Bus Service
Palisades has no other transportation option other than D6, other than bicycles. I am too old to ride a	
bike. If I don?t have the D6, I will be unable to access the Metro, go to work, go downtown, etc. D6 is it	
for the Palisades after you took away the D5, which only ran at rush hour anyway. WMATA/DC Council	
must do something about fare evaders too. Too many people who can pay (use with smart phones for	
example) choose not to do so. This started during Covid.	Fares/Fees/Parking
18p is our reliable bus erviceto the pentagon	Bus Service
I do not understand the way the previous question was constructed. I prefer budget requirements be	
addressed 75% through fare increases, not by service cuts. 31 and 33 buses already are crowded. New residential complexes are being constructed on Wisconsin Avenue which will increase ridership. Senior	
citizens, poor people, and students use buses more than metrorail because buses service our	
neighborhoods. Previous service changes to 30 rte busses make it harder to get downtown without	
transferring or walking farther than a 68 year old woman wants to walk alone. When I ride the bus, I	
notice at least 1/3 of the passengers don't pay. Why don't you focus on how to collect fares. Please do	
not change service on the 31, and 33 buses.	Operating Budget, Management and Spending
I rely on just one route (D2) to be able to make it to work. I don't know what I'll do if this service is cut.	
It is particularly important for all of us living in Glover Park particularly parents with babies, children	
and students that take the bus to be able to take their classes. We Would literally be isolated from	
effective public transportation services as we don't have a lot of options already. We would have to go	
through a longer and less safe commute. Please don't cut the D2 bus route as you would greatly affect	
the entire Glover Park community that relies on it to move around the city.	Bus Service
Is there any way to receive more federal funding for budgeting? I think cuts of any form will harm a lot	
of people	Operating Budget, Management and Spending
Discourse delayers from the state of the sta	
Please address fare jumping first with barricades and enforcement and make provisions to assist low	
income riders with assistance and employee incentive programs	Fares/Fees/Parking
income riders with assistance and employee incentive programs I use metro extremely a lot both train and bus. The way in how I would address a problem or situation	Fares/Fees/Parking
income riders with assistance and employee incentive programs I use metro extremely a lot both train and bus. The way in how I would address a problem or situation by the bus operators and train operators in thanking all customers more with big bright smiles and also	Fares/Fees/Parking
income riders with assistance and employee incentive programs I use metro extremely a lot both train and bus. The way in how I would address a problem or situation by the bus operators and train operators in thanking all customers more with big bright smiles and also making sure everything comes on time to keep everyone happy and paying cost to not want to raise	
income riders with assistance and employee incentive programs I use metro extremely a lot both train and bus. The way in how I would address a problem or situation by the bus operators and train operators in thanking all customers more with big bright smiles and also making sure everything comes on time to keep everyone happy and paying cost to not want to raise prices due to fare invasions throughout metro system.	Bus Service
income riders with assistance and employee incentive programs I use metro extremely a lot both train and bus. The way in how I would address a problem or situation by the bus operators and train operators in thanking all customers more with big bright smiles and also making sure everything comes on time to keep everyone happy and paying cost to not want to raise prices due to fare invasions throughout metro system. More 36 in the morning and afternoon	Bus Service Miscellaneous
income riders with assistance and employee incentive programs I use metro extremely a lot both train and bus. The way in how I would address a problem or situation by the bus operators and train operators in thanking all customers more with big bright smiles and also making sure everything comes on time to keep everyone happy and paying cost to not want to raise prices due to fare invasions throughout metro system. More 36 in the morning and afternoon Don?t cut 42 or d6!	Bus Service
income riders with assistance and employee incentive programs I use metro extremely a lot both train and bus. The way in how I would address a problem or situation by the bus operators and train operators in thanking all customers more with big bright smiles and also making sure everything comes on time to keep everyone happy and paying cost to not want to raise prices due to fare invasions throughout metro system. More 36 in the morning and afternoon Don't cut 42 or d61 Make more express bus routes and fewer stops. There are too many stops on the 33 bus route and it	Bus Service Miscellaneous Miscellaneous
income riders with assistance and employee incentive programs I use metro extremely a lot both train and bus. The way in how I would address a problem or situation by the bus operators and train operators in thanking all customers more with big bright smiles and also making sure everything comes on time to keep everyone happy and paying cost to not want to raise prices due to fare invasions throughout metro system. More 36 in the morning and afternoon Don?t cut 42 or d6! Make more express bus routes and fewer stops. There are too many stops on the 33 bus route and it takes too long.	Bus Service Miscellaneous
income riders with assistance and employee incentive programs I use metro extremely a lot both train and bus. The way in how I would address a problem or situation by the bus operators and train operators in thanking all customers more with big bright smiles and also making sure everything comes on time to keep everyone happy and paying cost to not want to raise prices due to fare invasions throughout metro system. More 36 in the morning and afternoon Don?t cut 42 or d61 Make more express bus routes and fewer stops. There are too many stops on the 33 bus route and it takes too long. Cutting the D4 and reducing service on the D8 will make it really hard for those of us who depend on	Bus Service Miscellaneous Miscellaneous
income riders with assistance and employee incentive programs I use metro extremely a lot both train and bus. The way in how I would address a problem or situation by the bus operators and train operators in thanking all customers more with big bright smiles and also making sure everything comes on time to keep everyone happy and paying cost to not want to raise prices due to fare invasions throughout metro system. More 36 in the morning and afternoon Don't cut 42 or d61 Make more express bus routes and fewer stops. There are too many stops on the 33 bus route and it takes too long. Cutting the D4 and reducing service on the D8 will make it really hard for those of us who depend on the K St buses. The E2 is also really important for getting up to the Target and other shopping.	Bus Service Miscellaneous Miscellaneous
income riders with assistance and employee incentive programs I use metro extremely a lot both train and bus. The way in how I would address a problem or situation by the bus operators and train operators in thanking all customers more with big bright smiles and also making sure everything comes on time to keep everyone happy and paying cost to not want to raise prices due to fare invasions throughout metro system. More 36 in the morning and afternoon Don?t cut 42 or d6I Make more express bus routes and fewer stops. There are too many stops on the 33 bus route and it takes too long. Cutting the D4 and reducing service on the D8 will make it really hard for those of us who depend on	Bus Service Miscellaneous Miscellaneous
income riders with assistance and employee incentive programs I use metro extremely a lot both train and bus. The way in how I would address a problem or situation by the bus operators and train operators in thanking all customers more with big bright smiles and also making sure everything comes on time to keep everyone happy and paying cost to not want to raise prices due to fare invasions throughout metro system. More 36 in the morning and afternoon Don?t cut 42 or d61 Make more express bus routes and fewer stops. There are too many stops on the 33 bus route and it takes too long. Cutting the D4 and reducing service on the D8 will make it really hard for those of us who depend on the K St buses. The E2 is also really important for getting up to the Target and other shopping. However, merging and simplifying bus lines might be helpful for visitors and help focus on high traffic	Bus Service Miscellaneous Bus Service
income riders with assistance and employee incentive programs I use metro extremely a lot both train and bus. The way in how I would address a problem or situation by the bus operators and train operators in thanking all customers more with big bright smiles and also making sure everything comes on time to keep everyone happy and paying cost to not want to raise prices due to fare invasions throughout metro system. More 36 in the morning and afternoon Don?t cut 42 or d6! Make more express bus routes and fewer stops. There are too many stops on the 33 bus route and it takes too long. Cutting the D4 and reducing service on the D8 will make it really hard for those of us who depend on the K St buses. The E2 is also really important for getting up to the Target and other shopping. However, merging and simplifying bus lines might be helpful for visitors and help focus on high traffic segments. Maybe we could even bring in more express buses?	Bus Service Miscellaneous Bus Service
income riders with assistance and employee incentive programs I use metro extremely a lot both train and bus. The way in how I would address a problem or situation by the bus operators and train operators in thanking all customers more with big bright smiles and also making sure everything comes on time to keep everyone happy and paying cost to not want to raise prices due to fare invasions throughout metro system. More 36 in the morning and afternoon Don?t cut 42 or d61 Make more express bus routes and fewer stops. There are too many stops on the 33 bus route and it takes too long. Cutting the D4 and reducing service on the D8 will make it really hard for those of us who depend on the K St buses. The E2 is also really important for getting up to the Target and other shopping. However, merging and simplifying bus lines might be helpful for visitors and help focus on high traffic segments. Maybe we could even bring in more express buses? In general, fewer bus routes, shorter bus routes, and more infrequent bus routes are bad for our	Bus Service Miscellaneous Bus Service
income riders with assistance and employee incentive programs I use metro extremely a lot both train and bus. The way in how I would address a problem or situation by the bus operators and train operators in thanking all customers more with big bright smiles and also making sure everything comes on time to keep everyone happy and paying cost to not want to raise prices due to fare invasions throughout metro system. More 36 in the morning and afternoon Don't cut 42 or d61 Make more express bus routes and fewer stops. There are too many stops on the 33 bus route and it takes too long. Cutting the D4 and reducing service on the D8 will make it really hard for those of us who depend on the K St buses. The E2 is also really important for getting up to the Target and other shopping. However, merging and simplifying bus lines might be helpful for visitors and help focus on high traffic segments. Maybe we could even bring in more express buses? In general, fewer bus routes, shorter bus routes, and more infrequent bus routes are bad for our community. Especially for people who rely on the bus to get around the city, or just to get to the places	Bus Service Miscellaneous Bus Service
income riders with assistance and employee incentive programs I use metro extremely a lot both train and bus. The way in how I would address a problem or situation by the bus operators and train operators in thanking all customers more with big bright smiles and also making sure everything comes on time to keep everyone happy and paying cost to not want to raise prices due to fare invasions throughout metro system. More 36 in the morning and afternoon Don?t cut 42 or d61 Make more express bus routes and fewer stops. There are too many stops on the 33 bus route and it takes too long. Cutting the D4 and reducing service on the D8 will make it really hard for those of us who depend on the K St buses. The E2 is also really important for getting up to the Target and other shopping. However, merging and simplifying bus lines might be helpful for visitors and help focus on high traffic segments. Maybe we could even bring in more express buses? In general, fewer bus routes, shorter bus routes, and more infrequent bus routes are bad for our community. Especially for people who rely on the bus to get around the city, or just to get to the places they need to be (work, school, hospital, etc). The people with the least flexibility are harmed the most.	Bus Service Miscellaneous Bus Service
income riders with assistance and employee incentive programs I use metro extremely a lot both train and bus. The way in how I would address a problem or situation by the bus operators and train operators in thanking all customers more with big bright smiles and also making sure everything comes on time to keep everyone happy and paying cost to not want to raise prices due to fare invasions throughout metro system. More 36 in the morning and afternoon Don?t cut 42 or d61 Make more express bus routes and fewer stops. There are too many stops on the 33 bus route and it takes too long. Cutting the D4 and reducing service on the D8 will make it really hard for those of us who depend on the K St buses. The E2 is also really important for getting up to the Target and other shopping. However, merging and simplifying bus lines might be helpful for visitors and help focus on high traffic segments. Maybe we could even bring in more express buses? In general, fewer bus routes, shorter bus routes, and more infrequent bus routes are bad for our community. Especially for people who rely on the bus to get around the city, or just to get to the places they need to be (work, school, hospital, etc). The people with the least flexibility are harmed the most. Certain neighborhoods seem like they will particularly be affected, and that will fall hardest on seniors	Bus Service Miscellaneous Bus Service Bus Service

Comment	Category
I am in strong support of opening the metro at 6 am on weekends! Many people in the service industry work weekends and have to take Ubers they cannot afford.	Rail Service
SAFETY on BUS and RAIL very HiGH PRIORITY the things that go on is totally ridiculous	Bus Service
Im sorry it has come to this	Miscellaneous
G2 is vital for people going to Georgetown. 31 and 33 are great routes to go through different	Wiscenarieous
locations. If considering merging make sure frequency is still high	Bus Service
This is a bad, bad, bad budget. Most severe service cuts I've ever seen in 25 years. WMATA is	
abandoning Metrobus with this budget. Cities in Europe don't have this problem.	Operating Budget, Management and Spending
The city should reallocate funds from other departments such as MetroPD to make up for the lack of	
funds to public transit, and should certainly not cut any existing services.	Rail Service
Without the D2 service, Glover Park residents who do not live near Wisconsin Ave. will not have any	
public transportation options. Some Glover Park residents are elderly and disabled and rely on the D2.	
Many Georgetown students also rely on this bus route to get to class.	Bus Service
I rely completely on the D2 to commute and would need to move if the line is cut.	Bus Service
The 33 bus is an important line to get to downtown from Friendship Heights, Georgetown and NW DC.	
That bus takes riders to the Ronald Reagan Building, the federal and DC courts, and other stops along	
PENN Ave.	Bus Service
These proposed cuts and increases drastically impact people who do not have access to moving around	
DC freely due to income inequalities and student status. These proposed changes would be	
disadvantaging who would have really no other efficient and cost effective way of getting to their jobs,	
schools, and internships. And what, for pickleball courts? that?s ridiculous and will only continue to	
gentrify DC driving so many people out of it.	Fares/Fees/Parking
Cutting the D2 service AND reducing 31/33 service would leave Glover Park with extremely limited	
public transportation. It makes no sense to stop the 33 at Foggy Bottom and not at least take it some of the way into the CRD.	
the way into the CBD. The G12 is the only metro by me, It?s the way me and many others get around to Work, school, church,	Bus Service
The G12 is the only metro by me, It?s the way me and many others get around to Work, school, church, Shopping, and etc.	Bus Service
Please don?t cut services to the bus. It?s my only form of transportation. I take the D2 to work	
everyday and don?t have a metro near me. I would rather you charge me more than take away our	
service and access to the buses.	Bus Service
This is so wrong to take away already expensive access from people who need it.	MetroAccess
Please don't cancel the G-12, R-12 routes which go through Greenbelt/Roosevelt Center. Many of our	
community members rely on them for transportation to Metro or Beltway Plaza.	Bus Service
Eliminating the D2 and G2 in addition to decreasing service on the 31/33 routes cuts off	
Georgetown/Glover Park from Metro access and affects everyone who commutes out of Glover	
Park/Georgetown for work. This is so stupid. Do better.	Bus Service
Please do not eliminate the 96 bus route.	Bus Service
I love metro. It is part of what makes living in Washington D.C. so great. Please do what you can to	
keep it as it is or improve it for our D.C. residents!	Rail Service
If the T2 bus goes away my family will have to purchase a car.	Bus Service
Eliminating the D2 and D6 will leave elderly people with no other choice but to walk over to Wisconsin	
Avenue. Depending on where you live in Glover Park, that could be five or six blocks away. Older people	
who were able to take the D2 and D6 to Georgetown and Sibley Hospitals will now have to take a cab.	Bus Service
DO NOT ELIMINATE G2 BUS ROUTE, it is literally my life line to get to campus and there would no other	
convenient way to get to campus.	Bus Service
Eliminating all of the G2, D2, and D6 routes has a major impact on connecting to Wisconsin Ave, Glover	
Park, Burleith, and Georgetown neighborhoods, where I frequent daily for work and on weekends. It	
also further alienates Georgetown University and MedStar Georgetown University Hospital, taking away accessibility from employees, patients, students, local residents, and visitors both to that	
neighborhood and for their access to reach the rest of DC and participate in economic activity. My	
prioritization - 1) keep G2. 2) keep D2 (could reduce frequency in non-rush hours/or frequency overall)	
3) keep/reduce D6	Bus Service
My Metro riding patterns have changed considerably due to an increase in work from home. I have that	
luxury. However, many of the people affected by these proposals likely do not. They are the most	
vulnerable to these changes and most in need of Metro. Metro benefits us all by reducing traffic,	
pollution, and enabling workers we depend on to get to work. I would rather see an increase in taxes	
on the (ultra)wealthy than poor people unable to get to work.	Rail Service
More security in trains.	Fare Evasion/Safety/Crime
Our region already suffers from severe traffic congestion and reliable, frequent Metro service is a	
critical part of how my household accesses work and recreation activities. We are a one-car household	
with the other member commuting daily into DC from Maryland, and reducing service on the	
Green/Yellow lines and G12 Metrobus in particular, especially during weekdays and rush hour, would	
severely impact our entire household's ability to continue commuting to work. We are proud and	
enthusiastic users of public transit, but because of the constraints of our work hours and other	
obligations, are forced to make other arrangements using cars when service is cut, because we simply	
cannot afford the time it will take to continue trying to use Metro when these routes are decreased.	
This is already the reason we often choose cars to access DC on weekends, because of how reduced	
Metro service can be. We strongly urge Metro not to cut routes and in fact, if possible, to increase frequency. In particular, having G12 convice continue on the half hour along Ridge Rd through 8 PM on	
frequency. In particular, having G12 service continue on the half hour along Ridge Rd through 8 PM on weekdays would be of great benefit to our community. It would also help if the G14 were rerouted to	
cover the areas currently covered by G12.	Bus Service
The cost of rides shares are extremely too high and the D6 and X8 fiscally responsible choices to get to	
work. I don?t understand how it makes sense to completely eliminate bus routes that help individuals	
get to work and doctors appointments. I think it?s unfair to people the are budgeting trying to make	
ends meet.	Operating Budget, Management and Spending
I will not be able to get to my job nor home without the D6 or the V14! I'd rather pay more. And would	
you consider opening metro rail at 5am to 10am 7 days a week, instead of 6 for those who have to be	
at work at 6 am who travel from Maryland to DC everyday?? I would pay any amount for that to	
happen. I can not walk very far and the removal of these buses would force me to quit my job.	Bus Service
I'm an employee of Georgetown University Hospital and as an employee I travel by way of metro, so to	
end the D6 route will be very inconvenient for me as well as any patient being discharged that has no	
transportation. It effects a whole community!	Bus Service
Increasing fares and decreasing services are both unacceptable. Metro should be free to everyone,	
accessible, and should have more stations in the DMV, not fewer. To do this, DC needs to stop spending	
money on superfluous things. Why does DC's money go to sports stadiums or to line the pockets of	
administration officials? DC residents want safe, efficient, free public transport.	Operating Budget, Management and Spending
Please consider keeping the busses in areas without metro service (for instance, Georgetown/Glover	Due Camies
Park) My position as a federal emergency response official requires me to work at any day and at any hour,	Bus Service
My position as a federal emergency response official requires me to work at any day and at any hour, regardless of holidays. I utilize the Metrorail to get to and from work, so some of the proposed changes	
will heavily affect my usage of the Metrorail.	Rail Service
with nearing an electring dadge of the interformit.	

Comment	Category
Crowding during peak times are already bad. Cuts would make both rail and bus service nearly	Due Carrier
unusable at times. Make the wealthy pay their fair share of taxes. Use that fair share to make up for the windfall.	Bus Service Miscellaneous
I was referred to this survey via a QR code on the D2 bus stop closest to make up for the windrah.	Wiscenarieous
not 100% sure of all the logistics, having access to good public transport is something very important to	
me as someone with brain issues that make driving an impossibility, and preserving the D2 bus line is	
especially important to me due to its convenient placement. However, metro access is important for	
countless people - people with disabilities, those who cannot afford a car, teenagers who can?t drive	
yet but are establishing some form of independence, etc. Not to mention it?s better for the	
environment! The solid public transport is one part I really love about living in DC.	Miscellaneous
Elimination of D6 would have a serious negative impact on a neighborhood that has no access to Metro subway or rail, and is essential to both students routes to school and daily commerce.	Bus Service
I'd urge strongly that eliminating/consolidating the D2, D6, 31, 33, and especially the G2 would	Bus Service
seriously decrease usage in the Georgetown area especially. Many students and residential community	
members that I personally know use the G2, D2, and D6 routes every day in order to get home, and	
have no alternative Metrobus routes if these were to be eliminated. I use all of these routes, the 31,	
and 33 at least once a week, and would rarely if ever take the Metrobus if the changes proposed were	Bus Service
Cuts to the N lines, D2 and 32, 33, and 36 lines services simultaneously would have terrible impacts on	
parts of upper NW DC (e.g., Glover Park) that are not served by other lines. Many seniors and those	
wirh disabilities, including service workers, depend on these lines, including on weekends. Keep 18P!! Burke doesn?t have many bus options and 18P is very important for the military	Bus Service Bus Service
None.	Miscellaneous
Some of these proposals would absolutely devastate my ability to exist in DC. For the sake of	
convenience or even as the only option, I would have to use increased ride shares or look into buying a	
private vehicle instead of using public transit.	Miscellaneous
It is completely unacceptable to leave the entire Glover Park Neighbourhood without adequate public	
transportation options. The drastic reductions that were already made in the past significantly	
impacted the livelihoods of families. My travel time to the office has doubled from 30 to 60 minutes	
because of the D4 service reductions. Maintaining the current service of D2 and 33 must be prioritized.	Bus Service
Why was I asked about the E2, which no longer exists, rather than the E4? I oppose any reduction in service on the M4 or E4 or change of route on the E4, and I favor restoration of the E6.	Bus Service
Metro has really become unsafe and unreliable over the years!	Fare Evasion/Safety/Crime
Fund it	Miscellaneous
These proposals would make it nonsensical to ride the train. Most would likely just have to buy a car	
and ridership would drastically suffer. These proposed cuts are a horrendous idea.	Rail Service
I want as much service as possible, but if there are certain times of day where demand is really low, I	
understand there being less service during those times.	Service Levels
The D2 is the only bus that goes through Glover Park and is the way I get to work. I also take it to	
Dupont Circle to connect to the Metro. To eliminate the D2 bus is to section off a large majority of a	
neighborhood and reduce their transportation options. It?s unacceptable. The D2 connects to multiple schools in the area and takes students to them every day. It cannot be eliminated.	Bus Service
(1) Most of the attention regarding fare evasion has been focussed on Metrorail. Every single time I get	bus service
on a bus these days I see people walking right past the farebox. This was not happening with such	
frequency before the pandemic, and I suspect it?s a holdover from when bus fares were made free	
during that time. (2) I do not understand why Metro decided to install additional fareboxes at the rear	
door of buses. That just encourages people to get on and NOT pay the fare, because they?re no longer	
walking past the driver. (3) Three times in the past two weeks I have gotten on a bus that has the old	
farebox, the new farebox, and the additional farebox at the rear door, but none of them were	
operative. What good is new technology if it?s already unusable? As a DC resident and an employee of the Institute for Transportation and Development Policy, I oppose	Bus Service
the majority of these proposals because they are inequitable and unsustainable. These service cuts and	
fare increases will especially harm low-income individuals who have no access to cars and and are	
forced to contend with poorer service and more expensive trips, as well as low-income people who	
have to commute into DC. They will also push riders away from using the Metro, forcing WMATA into a	
deadly spiral of lower revenue and ridership that leads to even more service cuts. This will in turn push	
DC further from its climate goals; as of 2019, 40% of the District's CO2 emissions were from	
transportation, and these changes will lead to those who do have cars to use them more often. That	
will not only worsen DC's terrible traffic, but increase the District's CO2 emissions and worsen air	
quality. WMATA needs FULL funding from DC, MD, and VA in the short term, in addition to long-term, sustainable funding sources.	Bus Service
please don?t cut or change the D2! we need that route	Bus Service Bus Service
The D2 is really critical for me to access other parts of DC from my neighborhood Glover Park, which	
doesn't have many other public transportation options. I think many of my neighbors feel similarly.	
Thanks so much for considering these comments.	Bus Service
A balance between find increasing fare and cutting services is a logical solution. But increasing fares	
AND cutting services doesn't make sense to anyone. Especially, with inflation being on the rise for	
several years now. Eliminating some people's only reliable way of getting home is NONSENSE. How can	
we live in a city where it should be convenient to get around, yet, choosing to eliminate their most important way of being convenient? DO BETTER!	Earos/Eoos/Parking
Important way of being convenient? DO BETTER! Many neighbors use the M4 to access Metro. Metro would not be accessible without bus service and	Fares/Fees/Parking
adequate parking	Bus Service
If you all cut my bus routes in my neighborhood I really would be walking from friendship heights	
subway or dupont circle subway all the way to 41st Street NW and it wouldn't be no buses in my	
neighborhood.	Bus Service
We depend on buses for transportation! You are proposing elimination of all glover park buses! You will	
isolate us from city!	Bus Service
I have lived in DC since 1975, using bus and rail to get to/from work for decades. Naturally I am	
distressed at the elimination of the E6 which was our way to get to our ?Civic Core? at Connecticut Ave?library, community center, drugstore, bank and grocery. Eliminating the M4 is of another	
magnitude entirely. It?s used by students and by many workers, including staff here at Knollwood, our	
retirement home. This is a major bus route. Hopefully it can be saved.	Bus Service
The proposal cancels all transport into georgetown which will limit access to the university and cause	
an issue for students living on campus or living in the city and trying to reach campus.	Bus Service
M4 is the only bus in our neighborhood and many students use it to get to/from school.	Bus Service
Don?t cut the M4. Kids use it as a school bus, adults use it to commute, and seniors use it to travel	Bus Service
I rely heavilh on the D2 bus and it's connection to the red line to get to work and anywhere else in the	
city really. Please please do not cut it is critical to me being able to live where I live now and I don't want to move. Additionally, terminating the 33 line at Potomac Park or foggy bottom would sever a	
huge swath of the city off from bus access and would also have a major negative impact on my and my	
neighbors quality of life. PLEASE do not cut the D2 i would happily pay higher fares if it meant I would	
still have access to the one bus line that serves my neighborhood.	Bus Service

Comment	Category
Eliminating the M4 would most directly impact students who attend Deal and Jackson reed. This is egregious considering DCPS does not provide school buses.	Bus Service
D2, D6, and G2 are integral lines for thousands of university students who do not have cars.	Bus service
Georgetown University administration claims that the private buses it provides are sufficient, but those	
buses are unreliable, spaced too far out from each other, and only go to a handful of locations. They	
are wholly insufficient to provide adequate transportation options for the university students. Please	
don?t leave us behind ? the vast majority of us do not have cars and many of us rely on the Wisconsin	
Avenue buses (31, 33) or the DuPont buses (D2, D6) to commute to jobs and internships.	Bus Service
I am a Georgetown University student and I rely on the G2, 31, and 33 to get around and to work. I also	
rely on the T2 when I am home in Maryland. Please do not cut these. I need them.	Bus Service
I chose my place of residence based on the bus route, having it cut will impact my work.	Bus Service
Maybe if y?all make the states like Maryland pay their fair share to metro and also implemented revenue to the service via taxes then there wouldn?t be such a shortfall and you wouldn?t have to pass	
the punishment onto the hard working citizens who rely on your services to literally survive and live	
because they don?t own cars. I don?t have a car and would be absolutely devastated if metro	
drastically cut anything. Metro is the reason I moved to dc. Please don?t destroy it because of	
government incompetence and penny pinching legislation. Please	Rail Service
I would like for metro bus / rail to run 24, hrs, or go back to the 3 to 4 am, service that it use to have,	
these through that you have or changes IT DONTMAKE ANY SENSE, to me or the public , just go ahead	
and do, a fare increase, we need our transportation, people work different shifts, and have other	
business, to take care of, everybody don?t have a nine to five job, coffee & a secretary,,	Bus Service
The D2 and 30 series buslines are essential to serving Hardy Middle School as well as Duke Ellington	
High School. Given that DCPS does not run a bus service, you would be making it very difficult for kids to get to school. Also the D2 and the 30s series buses are the primary way for people to get from Glover	
Park to metros at Dupont Circle and Tenleytown. People use the bus - it is an essential service.	
Ridership on these buslines is severely undercounted because most school kids do not show a 'kids ride	
free' pass. If school and metrobus made sure every child had one of these, they would get an accuate	
picture of how widely used these buses are.	Bus Service
Cutting routes like D6 & D2 would make it impossible for my child to get to school.	Bus Service
The D2, D6, 31 and 33 all provide integral transport to an entire community in the Glover Park area,	
including hundreds, if not thousands, of DCPS students attending Hardy Middle, Stoddert Elementary,	
MacArthur HS, and Duke Ellington School of the Arts, as well as faculty, staff, and families of those	
school communities. In addition, another set of residents in the Glover Park area along the D2 route, in	
particular, rely on the D2 almost exclusively. There is not a single morning or afternoon where my bus is	
not very busy with commuters. Perhaps that means limited service throughout the day, but cutting altogether is out of the question for the D2 and D6.	Bus Service
Customers work on the weekends Customers work late Safety issues	Fare Evasion/Safety/Crime
Cutting service ? especially on the weekends and evenings after work hours ? will further drive down	
usage. The other significant factor affecting ridership is safety. When riders are being mugged,	
assaulted, or worse within blocks of the metro, it deters people like me from using the metro with my	
family.	Fare Evasion/Safety/Crime
I strongly oppose Metrobus service and route cuts. I support fare increase as a way to address budget	
deficit	
	Operating Budget, Management and Spending
Keep Georgetown Accessible to Public transport!	Operating Budget, Management and Spending Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on	
Keep Georgetown Accessible to Public transport!	Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this	
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area	Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff	Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work.	Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are	Bus Service Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students off	Bus Service Bus Service Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit or carguns. Cutting these lines cuts Georgetown students off from D.C. and makes it more difficult for staff and faculty to get to work.	Bus Service Bus Service Bus Service Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students off from D.C. and makes it more difficult for staff and faculty to get to work. Allow equitable access from Georgetown?s University hilltop campus. It?s already difficult enough as is	Bus Service Bus Service Bus Service Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit or carguns. Cutting these lines cuts Georgetown students off from D.C. and makes it more difficult for staff and faculty to get to work.	Bus Service Bus Service Bus Service Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students off from D.C. and makes it more difficult for staff and faculty to get to work. Allow equitable access from Georgetown?s University hilltop campus. It?s already difficult enough as is Cutting access to a hospital or even to areas that people have been accessing for years and you just	Bus Service Bus Service Bus Service Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students off from D.C. and makes it more difficult for staff and faculty to get to work. Allow equitable access from Georgetown? University hiltop campus. It?s already difficult enough as is cutting access to a hospital or even to areas that people have been accessing for years and you just stop. Everybody cannot afford parking daily, but they can afford taking the bus and train especially if	Bus Service Bus Service Bus Service Bus Service Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students off from D.C. and makes it more difficult for staff and faculty to get to work. Allow equitable access from Georgetown? University hilltop campus. It?s already difficult enough as is Cutting access to a hospital or even to areas that people have been accessing for years and you just stop. Everybody cannot afford parking daily, but they can afford taking the bus and train especially if it's easier to commute to keep the traffic down. Especially to a hospital entrance where some loved ones only way to get to see another that's attending the hospital is through metro you're allowing that to stop a well.	Bus Service Bus Service Bus Service Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students of from D.C. and makes it more difficult for staff and faculty to get to work. Allow equitable access from Georgetown?s University hilltop campus. It?s already difficult enough as is Cutting access to a hospital or even to areas that people have been accessing for years and you just stop. Everybody cannot afford parking daily, but they can afford taking the bus and train especially if it's easier to commute to keep the traffic down. Especially to a hospital entrance where some loved ones only way to get to see another that's attending the hospital is through metro you're allowing that to stop as well. Metro should be working to offer riders frequent service, expanded hours, weekend service, nearby bus	Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students off from D.C. and makes it more difficult for staff and faculty to get to work. Allow equitable access from Georgetown?s University hilltop campus. It?s already difficult enough as is Cutting access to a hospital or even to areas that people have been accessing for years and you just stop. Everybody cannot afford parking daily, but they can afford taking the bus and train especially if it's easier to commute to keep the traffic down. Especially to a hospital entrance where some loved ones only way to get to see another that's attending the hospital is through metro you're allowing that to stop as well. Metro should be working to offer riders frequent service, expanded hours, weekend service, nearby bus stops, and a robust network that allow riders to travel safely, quickly, and easily to all parts of the city.	Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students off from D.C. and makes it more difficult for staff and faculty to get to work. Allow equitable access from Georgetown?s University hilltop campus. It?s already difficult enough as is Cutting access to a hospital or even to areas that people have been accessing for years and you just stop. Everybody cannot afford parking daily, but they can afford taking the bus and train especially if it's easier to commute to keep the traffic down. Especially to a hospital entrance where some loved ones only way to get to see another that's attending the hospital is through metro you're allowing that to stop as well. Metro should be working to offer riders frequent service, expanded hours, weekend service, nearby bus stops, and a robust network that allow riders to travel safely, quickly, and easily to all parts of the city. 1?m from Georgetown University and I know many people who couldn?t afford the service cuts because	Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students off from D.C. and makes it more difficult for staff and faculty to get to work. Allow equitable access from Georgetown?s University hilltop campus. It?s already difficult enough as is Cutting access to a hospital or even to areas that people have been accessing for years and you just stop. Everybody cannot afford parking daily, but they can afford taking the bus and train especially if it's easier to commute to keep the traffic down. Especially to a hospital entrance where some loved ones only way to get to see another that's attending the hospital is through metro you're allowing that to stop as well. Metro should be working to offer riders frequent service, expanded hours, weekend service, nearby bus stops, and a robust network that allow riders to travel safely, quickly, and easily to all parts of the city. I'm from Georgetown University and I know many people who couldn?t afford the service cuts because they simply would have no way to come to work to make a living. I strongly encourage you all to not	Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students off from D.C. and makes it more difficult for staff and faculty to get to work. Allow equitable access from Georgetown?s University hilltop campus. It?s already difficult enough as is Cutting access to a hospital or even to areas that people have been accessing for years and you just stop. Everybody cannot afford parking duily, but they can afford taking the bus and train especially if it's easier to commute to keep the traffic down. Especially to a hospital entrance where some loved ones only way to get to see another that's attending the hospital is through metro you're allowing that to stop as well. The from Georgetown University and I know many people who couldn?t afford the service, ecuts becauses tops, such you dant to owerk to come to work to many people who couldn?t afford the service cuts becauses they simply would have no way to come to work to make a living. I strongly encourage you all to not implement these proposals, especially the ones impacting Georgetown service. This is only further	Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students off from D.C. and makes it more difficult for staff and faculty to get to work. Allow equitable access from Georgetown?s University hilltop campus. It?s already difficult enough as is Cutting access to a hospital or even to areas that people have been accessing for years and you just stop. Everybody cannot afford parking daily, but they can afford taking the bus and train especially if it's easier to commute to keep the traffic down. Especially to a hospital entrance where some loved ones only way to get to see another that's attending the hospital is through metro you're allowing that to stop as well. Metro should be working to offer riders frequent service, expanded hours, weekend service, nearby bus stops, and a robust network that allow riders to travel safely, quickly, and easily to all parts of the city. I'm from Georgetown University and I know many people who couldn?t afford the service cuts because they simply would have no way to come to work to make a living. I strongly encourage you all to not	Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students of from D.C. and makes it more difficult for staff and faculty to get to work. Allow equitable access from Georgetown?s University hilltop campus. It?s already difficult enough as is Cutting access to a hospital or even to areas that people have been accessing for years and you just stop. Everybody cannot afford parking daily, but they can afford taking the bus and train especially if it's easier to commute to keep the traffic down. Especially to a hospital entrance where some loved ones only way to get to see another that's attending the hospital is through metro you're allowing that to stop as well. Metro should be work that allow riders to travel safely, quickly, and easily to all parts of the city. I'm from Georgetown University and I know many people who couldn?t afford the service, nearby bus stops, and a robust network that allow riders to travel safely, quickly, and easily to all parts of the city. I'm from Georgetown University and I know many people who couldn?t afford the service cuts because they simply would have no way to come to work to make a living. I strongly encourage you all to not implement these proposals, especially the ones impacting Georgetown servic	Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students off from D.C. and makes it more difficult for staff and faculty to get to work. Allow equitable access from Georgetown?s University hilltop campus. It?s already difficult enough as is Cutting access to a hospital or even to areas that people have been accessing for years and you just stop. Everybody cannot afford parking daily, but they can afford taking the bus and train especially if it's easier to commute to keep the traffic down. Especially to a hospital entrance where some loved ones only way to get to see another that's attending the hospital is through metro you're allowing that to stop as well. Metro should be working to offer riders frequent service, expanded hours, weekend service, nearby bus stops, and a robust network that allow riders to travel safely, quickly, and easily to all parts of the city. 1?m from Georgetown University and I know many people who couldn?t afford the service cuts because they simply would have no way to come to work to make a living. I strongly encourage you all to not implement these proposals, especially the ones impacting Georgetown service. This is only further perpetuating inequities in the DC area. Most importantly though, this impa	Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students of from D.C. and makes it more difficult for staff and faculty to get to work. Allow equitable access from Georgetown?s University hilltop campus. It?s already difficult enough as is Cutting access to a hospital or even to areas that people have been accessing for years and you just stop. Everybody cannot afford parking daily, but they can afford taking the bus and train especially if it's easier to commute to keep the traffic down. Especially to a hospital entrance where some loved ones only way to get to see another that's attending the hospital is through metro you're allowing that to stop as well. Metro should be work that allow riders to travel safely, quickly, and easily to all parts of the city. 1?m from Georgetown University and I know many people who couldn?t afford the service, cuts because they simply would have no way to come to work to make a living. I strongly encourage you all to not implement these proposals, especially the ones impacting Georgetown service. This is only further perpetuating inequities in the DC area. Most importantly though, this impacts several people?s livelihoods. PLEASE do not cut tous. Get VA to payr their fair share Cutting out bus	Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students off from D.C. and makes it more difficult for staff and faculty to get to work. Allow equitable access from Georgetown?s University hilltop campus. It?s already difficult enough as is Cutting access to a hospital or even to areas that people have been accessing for years and you just stop. Everybody cannot afford parking daily, but they can afford taking the bus and train especially if it's easier to commute to keep the traffic down. Especially to a hospital entrance where some loved ones only way to get to see another that's attending the hospital is through metro you're allowing that to stop as well. Metro should be working to offer riders frequent service, expanded hours, weekend service, nearby bus stops, and a robust network that allow riders to travel safely, quickly, and easily to all parts of the city. 1'm from Georgetown University and I know many people who couldn?t afford the service cuts because they simply would have no way to come to work to make a living. I strongly encourage you all to not implement these proposals, especially the ones impacting Georgetown service. This is only further perpetuating inequities in the DC area. Most importantly though, this impa	Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students off from D.C. and makes it more difficult for staff and faculty to get to work. Allow equitable access from Georgetown?s University hilltop campus. It?s already difficult enough as is Cutting access to a hospital or even to areas that people have been accessing for years and you just stop. Everybody cannot afford parking duily, but they can afford taking the bus and train especially if it's easier to commute to keep the traffic down. Especially to a hospital entrance where some loved ones only way to get to see another that's attending the hospital is through metro you're allowing that to stop as well. I'm from Georgetown University and I know many people who couldn?t afford the service, nearby bus stops, and a robust network that allow riders to travel safely, quickly, and easily to all parts of the city. I'm from Georgetown University and I know many people who couldn?t afford the service cuts because they simply would have on way to come to work to make a living. I strongly encourage you all to not implement these proposals, especially the ones impacting Georgetown service. This is only further perpetuating inequities in the DC area. Most importantly though, this impacts	Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students off from D.C. and makes it more difficult for staff and faculty to get to work. Allow equitable access from Georgetown?s University hilltop campus. It?s already difficult enough as is Cutting access to a hospital or even to areas that people have been accessing for years and you just stop. Everybody cannot afford parking daily, but they can afford taking the bus and train especially if it's easier to commute to keep the traffic down. Especially to a hospital entrance where some loved ones only way to get to see another that's attending the hospital is through metro you're allowing that to stop as well. Metro should be working to offer riders frequent service, expanded hours, weekend service, nearby bus stops, and a robust network that allow riders to travel safely, quickly, and easily to all parts of the city. I?m from Georgetown University and I know many people who couldn?t afford the service cuts because they simply would have no way to come to work to make a living. I strongly encourage you all to not implement these proposals, especially the ones impacting Georgetown service. This is only further perpetuating inequities in the DC area. Most importantly though, this impa	Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students off from D.C. and makes it more difficult for staff and faculty to get to work. Allow equitable access from Georgetown?s University hilltop campus. It?s already difficult enough as is Cutting access to a hospital or even to areas that people have been accessing for years and you just stop. Everybody cannot afford parking daily, but they can afford taking the bus and train especially if it's easier to commute to keep the traffic down. Especially to a hospital entrance where some loved ones only way to get to see another that's attending the hospital is through metro you're allowing that to stop as well. Metro should be working to offer riders frequent service, expanded hours, weekend service, nearby bus stops, and a robust network that allow riders to travel safely, quickly, and easily to all parts of the city. I'm from Georgetown University and I know many people who couldn?t afford the service cuts because they simply would have no way to come to work to make a living. I strongly encourage you all to not implement these proposals, especially the ones impacting Georgetown service. This is only further perpetuating inequities in the DC area. Most importantly though, this impa	Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students off from D.C. and makes it more difficult for staff and faculty to get to work. Allow equitable access from Georgetown?s University hilltop campus. It?s already difficult enough as is Cutting access to hospital or vent to areas that people have been accessing for years and you just it's easier to commute to keep the traffic down. Especially to a hospital entrance where some loved ones only way to get to see another that's attending the hospital is through metro you're allowing that to stop as well. Metro should be working to offer riders frequent service, expanded hours, weekend service, nearby bus stops, and a robust network that allow riders to travel safely, quickly, and easily to all parts of the city. 1?m from Georgetown University and I know many people who couldn?t afford the service cuts because Get VA to pary their fair share Cutting out bus routes is outrageous for those of us who rely heavily on these for work, for social reasons, to go to church and to go to medical appointments. That you have failed to collect fares on the buss (through a stupid Covid rule of free rides and that allowed so many people still to think the bus is free, and through BROKEN MACHINES)	Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students off from D.C. and makes it more difficult for staff and faculty to get to work. Allow equitable access from Georgetown?s University hilltop campus. It?s already difficult enough as is Cutting access to a hospital or even to areas that people have been accessing for years and you just stop. Everybody cannot afford parking daily, but they can afford taking the bus and train especially if it's easier to commute to keep the traffic down. Especially to a hospital entrance where some loved ones only way to get to see another that's attending the hospital is through metro you're allowing that to stop as well. Metro should be working to offer riders frequent service, expanded hours, weekend service, nearby bus stops, and a robust network that allow riders to travel safely, quickly, and easily to all parts of the city. I?m from Georgetown University and I know many people who couldn?t afford the service cuts because they simply would have no way to come to work to make a living. I strongly encourage you all to not implement these proposals, especially the ones impacting Georgetown service. This is only further perpetuating inequities in the DC area. Most importantly though, this impa	Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students off from D.C. and makes it more difficult for staff and faculty to get to work. Allow equitable access from Georgetown?s University hilltop campus. It?s already difficult enough as is Cutting access to hospital or vent to areas that people have been accessing for years and you just it's easier to commute to keep the traffic down. Especially to a hospital entrance where some loved ones only way to get to see another that's attending the hospital is through metro you're allowing that to stop as well. Metro should be working to offer riders frequent service, expanded hours, weekend service, nearby bus stops, and a robust network that allow riders to travel safely, quickly, and easily to all parts of the city. 1?m from Georgetown University and I know many people who couldn?t afford the service cuts because Get VA to pary their fair share Cutting out bus routes is outrageous for those of us who rely heavily on these for work, for social reasons, to go to church and to go to medical appointments. That you have failed to collect fares on the buss (through a stupid Covid rule of free rides and that allowed so many people still to think the bus is free, and through BROKEN MACHINES)	Bus Service
 Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students off from D.C. and makes it more difficult for staff and faculty to get to work. Allow equitable access from Georgetown?s University hilltop campus. It?s already difficult enough as is Cutting access to a hospital or even to areas that people have been accessing for years and you just stop. Everybody cannot afford parking duil, but they can afford taking the bus and train especially if it's easier to commute to keep the traffic down. Especially to a hospital entrance where some loved ones only way to get to see another that's attending the hospital is through metro you're allowing that to stop as well. Thm Georgetown University and I know many people who couldn?t afford the service cuts because they simply would have no way to come to work to make a living. I stongly encourage you all to not implement these proposals, especially the ones impacting Georgetown service. This is only further perpetuating inequities in the DC area. Most importantly though, this impacts several people?s livelihoods. PLEASE do not cut bus. Get VA to payr their fair share Cutting out bus routes	Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students off from D.C. and makes it more difficult for staff and faculty to get to work. Allow equitable access from Georgetown?s University hilltop campus. It?s already difficult enough as is Cutting access to a hospital or even to areas that people have been accessing for years and you just stop. Everybody cannot afford parking daily, but they can afford taking the bus and train especially if it's easier to commute to keep the traffic down. Especially to a hospital entrance where some loved ones only way to get to see another that's attending the hospital is through metro you're allowing that to stop as well. Netro should be working to offer riders frequent service, expanded hours, weekend service, nearby bus stops, and a robust network that allow riders to travel safely, quickly, and easily to all parts of the city. I?m from Georgetown University and I know many people who couldn?t afford the service cuts because they simply would have no way to come to work to make a living. I strongly encourage you all to not implement these proposals, especially the ones impacting Georgetown service. This is only further perpetuating inequities in the DC area. Most importantly though, this impa	Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff morkers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students off from D.C. and makes it more difficult for staff and faculty to get to work. Allow equitable access from Georgetown?s University hilltop campus. It?s already difficult enough as is Cutting access to a hospital or even to areas that people have been accessing for years and you just stop. Everybody cannot afford parking daily, but they can afford taking the bus and train especially if it's easier to commute to keep the traffic down. Especially to a hospital entrance where some loved ones only way to get to see another that's attending the hospital is through metro you're allowing that to stop as well. Metro should be work that allow riders to travel safely, quickly, and easily to all parts of the city. I'm from Georgetown University and I know many people who couldn?t afford the service, nearby bus stops, and a robust network that allow riders to travel safely, quickly, and easily to all parts of the city. PLEASE do not cut bus. Get VA to payr their fair share cutting out bus routes is outrageous for those of us who rely heavily on these for work, for social reas	Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students off from D.C. and makes it more difficult for staff and faculty to get to work. Allow equitable access from Georgetown?s University hilltop campus. It?s already difficult enough as is Cutting access to a hospital or even to areas that people have been accessing for years and you just it's easier to commute to keep the traffic down. Especially to a hospital entrance where some loved ones only way to get to see another that's attending the hospital is through metro you're allowing that to stop as well. Metro should be working to offer riders frequent service, expanded hours, weekend service, nearby bus stops, and a robust network that allow riders to travel safely, quickly, and easily to all parts of the city. 1?m from Georgetown University and I know many people who couldn?t afford the service cuts because they simply would have no way to come to work to make al living. I strongly encourage you all to not implement these proposals, especially the ones impacting Georgetown service. This is only further perpetuating inequities in the DC area. Most importantly though, this impacts several people?s livelihoods. PLEASE do not cut bus. Get VA to payr their fair share Cutting out	Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students off from D.C. and makes it more difficult for staff and faculty to get to work. Allow equitable access from Georgetown?s University hilltop campus. It?s already difficult enough as is Cutting access to a hospital or even to areas that people have been accessing for years and you just stop. Everybody cannot afford parking daily, but they can afford taking the bus and train especially if it's easier to commute to keep the traffic down. Especially to a hospital entrance where some loved ones only way to get to see another that's attending the hospital is through metro you're allowing that to stop as well. Metro should be working to offer riders frequent service, expanded hours, weekend service, nearby bus stops, and a robust network that allow riders to travel safely, quickly, and easily to all parts of the city. I?m from Georgetown University and I know many people who couldn?t afford the service cuts because they simply would have no way to come to work to make a living. I strongly encourage you all to not implement these proposals, especially the ones impacting Georgetown service. This is only further perpetuating inequities in the DC area. Most importantly though, this impa	Bus Service
Keep Georgetown Accessible to Public transport! Please do not eliminate bus routes G2, D2, D6, 31, 33. Georgetown students and faculty rely heavily on these lines for transportation especially since there is not a metro stop currently in use to service this area Cutting the D6 and D2 would eliminate the only public transportation option for traveling to Medstar Georgetown University Hospital. This would likely negatively affect the community as it would be more difficult for people to visit their loved ones in the hospital. It would also make it more difficult for staff workers who rely on metrobus to get to and from work. As a Georgetown University student, please do not cut the D6, D2, G2, and 31/33 bus routes. These are the only accessible public transit routes to campus. Cutting these lines cuts Georgetown students off from D.C. and makes it more difficult for staff and faculty to get to work. Allow equitable access from Georgetown?s University hilltop campus. It?s already difficult enough as is Cutting access to a hospital or even to areas that people have been accessing for years and you just it's easier to commute to keep the traffic down. Especially to a hospital entrance where some loved ones only way to get to see another that's attending the hospital is through metro you're allowing that to stop as well. Metro should be working to offer riders frequent service, expanded hours, weekend service, nearby bus stops, and a robust network that allow riders to travel safely, quickly, and easily to all parts of the city. 1?m from Georgetown University and I know many people who couldn?t afford the service cuts because they simply would have no way to come to work to make al living. I strongly encourage you all to not implement these proposals, especially the ones impacting Georgetown service. This is only further perpetuating inequities in the DC area. Most importantly though, this impacts several people?s livelihoods. PLEASE do not cut bus. Get VA to payr their fair share Cutting out	Bus Service

Comment	Category
if you cut out my busses I will not be able to go see my family or go to church or go to vote or visit friends. I am a wheelchair user and rely heavily on the buses to get around as although I sometimes use	
metroaccess, you have to book it ahead of time and sometimes I just want to go whenever or make a	
decision suddenly. I enjoy bus rides through DC and my companions help do the tie downs in the bus.	
Most drivers are very helpful and wait until the tie down is finished before starting the bus. I don't like	
the subway as there are no tie downs, the elevators are stinky, and we often can't find the elevator or it	
is hard to find, and the subway costs more and doesn't really go to where i want to go. Please don't cut off public transport access to Georgetown! You would be isolating an entire	Bus Service
community from the rest of DC, and DC from Georgetown. Public transportation must be an option!!!	Bus Service
The M4 line is critical to our children?s ability to get to school. Since DC does not offer school busing, it	
is critical that you maintain the M4 line to allow kids of working families to get to school!	Bus Service
please don?t stop g12 i need to see my friends	Miscellaneous
Do not cut the G2 and D6 buses to Georgetown. Students need them and if there are no bus routes to campus then it was significantly decrease the opportunities students have to engage with DC, work,	
and attend school.	Bus Service
Please consider the impact on the in-person works	Miscellaneous
I go to school on Metro/bus every day. If the service cuts were to happen, my commute would go from	
an hour to around 1.5. If I take the bus and you limit service around metro stations, I will have to walk	
about 25-30 minutes every time I go to and from school. My family cannot drive and getting to school	Bus Soniso
is already a struggle. If my attendance suffers, my privileges at school are lost and I get detention. Glover Park has already lost the D1, 30N and 30S. WMATA has inaccurate data regarding the D2, D6, 33	Bus Service
and 31 bus lines because they are used by hundreds of students from Duke Ellington, Hardy Middle	
School, and others yet very few students scan their cards. Be more diligent about fare evaders and get	
better data to form these drastic decisions.	Bus Service
The rail and bus service reductions proposed are unacceptable and will make Metro unable to serve the needs of the region. We need to be investing in more frequent service and reliable service.	Ruc Service
Enforce the fees better and ticket people. Don't make the paying customers suffer because of them by	Bus Service
raking away crucial bus lines like the d2 that take many people to and from work and kids to school.	Bus Service
The D6 bus route is essential for many front line hospital workers to get to Georgetown Hospital, as	
there is no convenient way to get there via metro rail, especially on Saturdays and Sundays when	
MetroRail doesn?t open until 7am, and most shift workers have to be at the hospital by 7am.	
Eliminating it would make it extremely difficult to get to and from work every day for many people who don?t own a car. Please keep it!	Bus Service
Preferred order of actions: Increasing revenue, reducing waste, increasing fares, then, and only after	
these three have really been implemented, service cuts (maybe).	Bus Service
D6 and D4 bus is on the Georgetown bus line. A lot of employees, visitors and patients depend on these	
2 routes faithfully.	Bus Service
I think public transportation needs to be prioritized much more than it is currently. The money needed to prevent these issues should be pulled from other, less necessary, places in the budget instead of	
being passed on to riders or implementing service cuts. The people that would be affected by these	
two, arguably awful, options, are overwhelmingly in lower income brackets, elderly, and/or disabled.	
The fact that one of the proposals is to halve wait times in predominantly white areas while cutting	
services, some of them drastically, in predominantly black areas, shows such an obvious bias and utter	
disregard for residents as a whole that it?s disturbing to even read. Find the money to avoid these cuts and fare increases, stop this blatant pandering to tourists and predominantly white areas while	
harming the residents that rely on your services the most, and prioritize expanding public	
transportation instead of cutting it back.	Operating Budget, Management and Spending
Specifically the elimination of the G2 line would severely impact my day to day life. Considering the	
difficulty of traveling from Georgetown, the G2 is essentially the only reliable options for getting into	
the center of the city and accessing the metro, on weekends especially. Uber or other car services are just not a sustainable or affordable option for daily travel, especially for students. Eliminating the G2	
would make Georgetown more isolated than it already is.	Bus Service
I am a Georgetown student and on campus it is already rather difficult to find cheap and efficient ways	
to get into the city. Any changes in timing and length of routes like the G2 or the 33 would make	
traveling into the city that much harder and discourage people who might otherwise do so.	Bus Service
Please don't eliminate G2! It's essential for us Georgetown students to get into DC!	Bus Service
Find a way to recoup your losses that doesn?t hurt the people of this city. Try taking some of the money out of your pockets and fixing the problems you caused.	Fare Evasion/Safety/Crime
Metro should be ashamed of themselves. You need to get the governments of DC, MD, VA, and the	· · · · · · · · · · · · · · · · · · ·
Federal to establish a permanent tax to provide a funding source. Instead of begging these	
governments for funding every year.	Capital Budget
The highest priority should be maintaining frequent bus and train service throughout the system. Lack of frequent public transportation encourages the shift to cars. If you want fewer car trips, make it	
easier and cheaper for people to take public transportation. We?re investing in bike lanes throughout	
the metro area even though they are barely used. Because we want to encourage bike ridership and	
discourage car use. We need to do the same with our public transit system, even if it is not currently	
heavily used. In fact, increase the service with shuttles to main bus lines. I?m in my late 60s and not	
likely to switch to bikes, but I?d gladly give up my car trips if public transport were a viable option. I understand that ridership is down due to more people working from home. So please consider	
increasing bus service in residential areas so people can get around locally so they do t have to use cars.	
This will serve older people who won?t be able to bike, disabled people and families with young	
children, who won?t be able to bike. If you really want people to use cars less you must provide a	
viable alternative ? not take those alternatives away. Look at Oaris, New York and other big cities. They	
have frequent public transportation via multiple modes at inexpensive prices. Taking away service in DCs public transit system is counter to the city?s goal of fewer car trips. Start with fixing the budget,	
which clearly is not enough to maintain existing service. Support the priorities you are pushing on the	
public. If you can afford bike lanes that are barely used you can afford to keep busy lines that are barely	
used operating. And remember this the priority is fewer car trips you must provide alternatives.	Operating Budget, Management and Spending
	Bus Service
Increase prices don?t decrease lines. Especially in/around Burke VA where there is zero other public	Rue Service
transport. Options. without the bus i may move to virginia to work	Bus Service Bus Service
DC buses need more security officers to make us feel safe riding the bus. Too many people come on	
screaming, acting irrational, and making the ride feel uncomfortable. The D6 bus is critical for my family	
to go to the hospital for regular checkups. Cutting this service would impact our costs and family access	Due Comine
to healthcare. G12 is an important route for commuters and students.	Bus Service Bus Service
	pas service

Comment	Category
I am concerned about the possible closure of ANY Metro stations. Proposed changes to bus services in NoVa are also problematic: Cutting service on Columbia Pike, cutting service through Fairlington and	
Alexandria, removing direct access to DC, cutting hours. Metroway serves the eastern edge; 10A is west	
of Route 1. These are very different neighborhood. Asking riders to move to Metroway route will not	
work. Your changes will not work if the Monumental Area project moves forward - Metro and bus	
service to Potomac Yard is already too slim. We need improved bus and Metro service that connects	
the entire region easily and efficiently for all riders, at all hours, especially for those who rely on WMATA services for commuting. The DMV budgets need to support these critical WMATA services if we	
are to thrive and become car-free or car-light! THANK YOU and good luck.	Operating Budget, Management and Spending
The proposed changes would seriously impede upon public transportation. As a Georgetown student, I	
rely on buses to get through the city. Please do not take away this resource!	Bus Service
I think Metro provides excellent service and customers should be willing to pay for that service.	Rail Service
Please consider how Metro supports people getting to work M6 is my main means of transportation, I am a senior and I don't drive. M6 is my lifeline.	Rail Service Bus Service
Challenging times I see. I wish there was an increased and improved dedicated funding stream from the	bus service
3 'state' governments and federal governments.	Capital Budget
As a 82 year old woman without car living in the Glover Park area, the services of D2, 31, and 33 buses	
are a lifeline for my everyday life. It allows me to get to my physicians and my dentist. In suppressing	
D2 and reducing the services of 31 and 33, you force me to use cab services and you cause a detrimental dent in my budget. I live on Soc Sec. Benefits Remember that we do not have m,etro rail in	
Glover Park. You should think of all the people who do not have a car-young and old - living in areas not	
serviced by Metro-Rail !!!	Operating Budget, Management and Spending
Reliability and consistency of service timing are consistently ranked as the most important factors for	
customer experience when using transit. Infrequent and unreliable service can lead to a feedback loop	
of reduced ridership. I strongly urge increasing fares while keeping the fundamentals of reliable service,	
which guarantees access and frequent use by a base of riders. Increasing fares also isn?t necessarily a regressive economic policy - real wages have increased on average since pre-pandemic levels, with the	
bottom 90% seeing the highest rise in real wages (accounting for inflation!). Also I hope that Metro is	
able to lobby for more money from VA and MD. I know this a tough policy decision, best of luck!	Operating Budget, Management and Spending
Metro fares have been more than reasonable. They could be raised to maintain service levels, which	r
are critical to keeping the region moving. The D2 is an anchor for the neighborhood of Glover Park, and ridership data may be undercounting	Fares/Fees/Parking
utilization of the D2 given that so many minors (who don?t need to pay fare) use it to get home from	
school. I would have to consider getting a car or moving neighborhoods if the D2 is cut, because it?s	
what helps me get to groceries and the Metro. The 31/33 stop is too far a walk for a lot of my senior	
and mobility-impaired neighbors who live deeper in Glover Park.	Fares/Fees/Parking
D2 and D6 are critical bus lines for me.	Bus Service
Eliminating the M4 will leave an enormous area of Chevy Chase without any bus service at all. Kids rely on it to get to school. I rely on it to get to the metro to work. This really leaves us without ANY options.	Bus Service
People rely on it - find the money and use it better.	Miscellaneous
PLEASE do not cut the D2 or the L2	Bus Service
Please keep the G2! It is a great service that Georgetown students and staff NEED (especially since we	
have no metro stop). Same goes for D6!	Bus Service
Cut lines in rich neighborhoods where people have alternate modes of transportation Eliminating bus routes throughout DC would not work in favor for DC Metro. People rely on these buses	Bus Service
to get to their destinations whether that is work, school, etc. I, myself, ride the D2 everyday?morning	
and afternoon. Eliminating this bus for me, along with others in the Glover Park area would be an	
absolute nightmare. The D2 is the only bus that rides through this neighborhood. Metro needs to think	
about how this will impact and deter residents from moving here. I can see this ending poorly and	
causing mass exodus of people to move out of the city. DC only has so much available parking?driving is not an option for many people who rely on public transportation.	Bus Service
Bus D2 : Glover park residence have no alternative than to take he D2 to head into town and reach	bus service
thee metro. If you cut the d2 you cut the dupont metro access to most residents.	Bus Service
WMATA is arguably the best public transit system in North America, and is the key the rebuilding DC	
and making it a more accessible place. This is the system in our nation?s capital, and represents us on a	Control De José
world stage. We should be increasing our investment into WMATA, not cut it. I rely on the D2 to get to and from work each day, and I use it often on evenings and weekends. It?s	Capital Budget
renoval would take away my primary means of transport.	Bus Service
Maybe raise the fare from \$2.00 to \$2.50 for Metrorail and cap it at \$2.00 for all bus routes.	Bus Service
I hope the leadership in metro considers various factors into low ridership and payment to explore	
collaborative ventures with District agencies and businesses. For example, some people don't pay	
because they can't afford it and there are no repercussions. Wmata could partner with local employers	
to have sponsored metro cards to encourage ridership. Another example is the cleanliness and safety of metro. Some people are turned off and rather take Uber because the ride is not comfortable.	Bus Service
These proposals must take into account that many bus riders are essential workers who need	
transportation on weekends and at night. We can't plan our public transportation system to serve only	
the needs of M-F 9-5 office workers. We need to serve those who work in the healthcare, service, call	
center, public safety, and other key sectors. Shuttering 10 stations is a terrible idea because 1) people	
rely on that access to Metrorail, 2) people rely on transfers to Metrobus at that stations, 3) we've invested significant resources (funds, materials, time) in building and maintaining those stations.	
WMATA, keep working to improve quality, frequency, reliability, safety, security so more riders return!	
Ridership increases will help Metro avoid the fiscal cliff.	Bus Service
Don?t cut the only bus line that connects Glover Park to the Metro	Bus Service
Please consider raising the fare but all of these routes are utilized by someone, not just myself.	Bus Service
I have really enjoyed the \$2 flat fare on the weekend for metro rails. It would be great even if the fares increased to \$2.50 to have this stay a flat fare. I also think that fare evasion still needs to be addressed	
as fare increases are considered. Thank you.	Fare Evasion/Safety/Crime
Please do NOT cut service areas, and minimize cuts to hours! Please keep G2 ? it?s one of the only few	
ways Georgetown students can go to anywhere else in DC, especially on weekends. The proposed cuts	
are to lines that have been lifesavers for me when I urgently needed to get to places and didn?t have	
an alternate way of transportation.	Bus Service
Safety is a huge issue. Metro needs to do a lot more to protect riders at stations and on trains. More police and security presence is a must. Also greater access to emergency phones and the	
implementation of cameras on rail cars.	Fare Evasion/Safety/Crime
Stop people jumping the barriers at Metro stations properly. You're losing a fortune in rail fares	
because it's still so easy to skip over a ticket gate.	Fares/Fees/Parking
If there is a budget problem, Metro must control fare evasion first, without cutting any service or	
limiting hours. I rely especially on N2, N6, N4 service on a daily basis, and I know a lot of people who do. Also, I have been seeing an increasing number of people not paying on buses lately, please find a	
as make been seeing an increasing number of people not paying on buses latery, piedse linu a	Operating Budget, Management and Spending
solution for that without cutting service.	Operating Budget, Management and Spending

Comment	Category
These cuts would leave the Glover Park neighborhood in DC with significantly less public transit options. Please do not do this.	Miscellaneous
Please do NOT eliminate route 96 - it is the only way for many residents around Tenleytown/Wisconsin	Iniscentificous
Ave to get to many destinations. We rely on this route A LOT. N2 and N6 are also super-important	
services for many people in our neighborhood - we do not have close metro stations and rely on buses	
often. If need be, better increase fares rather than cut services.	Bus Service
Reducing frequencies has the result of reducing confidence in the service; reliability is a problem when	
the occasional unexpected personnel or equipment problem results in further extension of wait times. I	
would like to add (even though this is not a part of your proposal) that my most frequently used bus	
	Bus Service
These changes would make it extremely difficult to access Georgetown on public transportation and	Due Camilea
would severely impact the ability of the people who work there to access their jobs The D2,D6 would impact me getting around in DC as a resident if eliminated.	Bus Service Bus Service
Please maintain service into neighborhoods (D2, for example) that do not have Metro accessibility;	Bus service
these are our lifeline. I am a very regular Metrobus rider and I solely rely on public transportation since	
I do not have a vehicle.	Bus Service
We live in a dynamic environment in which mass transit needs to play an ever increasing role to get us	
where we need to go. If we are going to reduce, delay and cancel how will that effect our ability to	
grow and provide a wonderful environment????? Mass transit is one of the most important part of our	
community. Also, the busses need to adhere to their schedules.	Bus Service
The survey and in the December 2023 budget proposed to the Board present the reductions in	
Metrobus services presented in	Operating Budget, Management and Spending
The D2, the D6, and the G2 are essential to the operation of Georgetown University Hospital. I know	
personally many workers who rely on those routes for transportation to work. The Hospital is already plagued by understaffing and any additional difficulty in properly staffing or staffing our hospital will be	
felt directly by the patients.	Bus Service
Ypu would hurt students at Duke Ellington and Hardy Middle School	Miscellaneous
I use the R12 to commute to the College Park Metro Station. During the morning and evening the bus is	
full. Service in the afternoon is inconsistent and I've had to wait nearly an hour for a bus that is	
scheduled to come every 30 minutes. Eliminating this bus line would leave neighborhoods serviced by	
the R12 without Metro bus service. My concern is that Metro doesn't have full data on the ridership,	
too many riders bypass paying the fare and there are days when the fare machine aren't operational.	Bus Service
Please do not cut service line times and make longer wait times. The best way to increase riders is to	
add hours until 3 or 4am so everyone can use the metro after coming back. Uber and Lyft get an insane	
amount of riders and money just because of this. Look at places like echostage and soundcheck and	
when they close.	Rail Service
Way too many route cuts. Buses are a vital part of getting around the city The fares are very low and a few fare readers dont work. Increase fare to 3.00 would be fine and make	Bus Service
sure fare readers work. You really can't eliminate service to Sibley and Georgetown Hospitals that	
would be awful as many staff rely on buses to get to work. Shame on you for even suggesting this	Bus Service
Maybe y?all should stop spending your money on shares and offshore accounts and start putting it	
towards the people.	Operating Budget, Management and Spending
G2 and 33 service is crucial to connecting Georgetown University to the city, cutting Metrobus service	
to an area of the city with no Metro service is a ridiculous idea.	Bus Service
Please don?t get rid of the X8. It?s the only bus by where I live and the only transit that allows me to	
get to work at the Capitol. It?s already unreliable and infrequent but eliminating it completely would	
make it impossible for me to get to work. I use the Maryland and Neale stop since I live in the Union	
Heights apartment building and it?s been lifesaving please please don?t remove service. Take out some	
close stops or something but please don?t remove that line G2 is essential in my weekly travel.	Bus Service
Metro is broken and cannot be fixed. You have folks that must leave on the train at 5:00 am in the	Bus Service
morning and there are times folks have to work late until 11:00 pm and you must have a way to return	
to your Metro Station that the left from in the morning in order for them to return to their vehicles to	
go home. Metro needs to increase security on all trains and stations so that metro riders will feel safe.	
Metro must ensure that the parking lots have pot holes fixed and the gates leaving the parking lot are	
operational. Metro needs to make sure that folks who are entering the station or leaving that people	
behind cannot slip through the fare gate without paying their fare and piggy back off the person that is	
paying their fares every day. Kisok employees must pay more attention to what is happening in their	
station and walk around their area and be helpful to customers who needs assistance and act like	
nothing is happening at their stations. If there are delays or closures on Metro due to maintenance	
then you must ensure that buses are available and that the staff can direct riders to the exact bus that	Rus Conviso
they need to take to get to their destiations without delays. They fight to keep the services at the same price or with a minimum change.	Bus Service Fare Evasion/Safety/Crime
As someone who uses metro rail and bus on a daily basis to get to and from work these proposed cuts	n are evasion/sarcty/chille
are not only preposterous but they?re harmful to every citizen in the city that commutes. Removing	
bus routes like the D6 that take people to two major dc hospitals is criminal and so harmful to lower	
income patrons who use the bus and don?t have cars to get to appointments. Stopping the L2 at the	
income patrons who use the bus and don?t have cars to get to appointments. Stopping the L2 at the duke Ellington bridge instead of having it go all the way down to Farragut west makes it so difficult for	
duke Ellington bridge instead of having it go all the way down to Farragut west makes it so difficult for those that need to get to DuPont circle or downtown. You have already discontinued the L1 which	
duke Ellington bridge instead of having it go all the way down to Farragut west makes it so difficult for those that need to get to DuPont circle or downtown. You have already discontinued the L1 which would be an even more efficient bus that goes straight down Connecticut ave. If you choose to remove	
duke Ellington bridge instead of having it go all the way down to Farragut west makes it so difficult for those that need to get to DuPont circle or downtown. You have already discontinued the L1 which would be an even more efficient bus that goes straight down Connecticut ave. If you choose to remove the lower half of the L2 stops you would need to bring back the L1 and have it run on a much more	
duke Ellington bridge instead of having it go all the way down to Farragut west makes it so difficult for those that need to get to DuPont circle or downtown. You have already discontinued the L1 which would be an even more efficient bus that goes straight down Connecticut ave. If you choose to remove the lower half of the L2 stops you would need to bring back the L1 and have it run on a much more consistent basis. I understand the difficulties that wmata is facing but as someone who was in the top	
duke Ellington bridge instead of having it go all the way down to Farragut west makes it so difficult for those that need to get to DuPont circle or downtown. You have already discontinued the L1 which would be an even more efficient bus that goes straight down Connecticut ave. If you choose to remove the lower half of the L2 stops you would need to bring back the L1 and have it run on a much more consistent basis. I understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the importantance and the need for these route and you jeopardizing or	Rus Sonico
duke Ellington bridge instead of having it go all the way down to Farragut west makes it so difficult for those that need to get to DuPont circle or downtown. You have already discontinued the L1 which would be an even more efficient bus that goes straight down Connecticut ave. If you choose to remove the lower half of the L2 stops you would need to bring back the L1 and have it run on a much more consistent basis. I understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the importantance and the need for these route and you jeopardizing or completely removing them is so detrimental to the city and what people need to be able to efficiently	Bus Service
duke Ellington bridge instead of having it go all the way down to Farragut west makes it so difficult for those that need to get to DuPont circle or downtown. You have already discontinued the L1 which would be an even more efficient bus that goes straight down Connecticut ave. If you choose to remove the lower half of the L2 stops you would need to bring back the L1 and have it run on a much more consistent basis. I understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the importantance and the need for these route and you jeopardizing or completely removing them is so detrimental to the city and what people need to be able to efficiently My kids use the D2, and 33 and 32 to get to their DC PUBLIC SCHOOLS!!! If there are no buses they	Bus Service
duke Ellington bridge instead of having it go all the way down to Farragut west makes it so difficult for those that need to get to DuPont circle or downtown. You have already discontinued the L1 which would be an even more efficient bus that goes straight down Connecticut ave. If you choose to remove the lower half of the L2 stops you would need to bring back the L1 and have it run on a much more consistent basis. I understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the importantance and the need for these route and you jeopardizing or completely removing them is so detrimental to the city and what people need to be able to efficiently My kids use the D2, and 33 and 32 to get to their DC PUBLIC SCHOOLS!!! If there are no buses they cannot get to school. If metro needs money consider asking DCPS since they don't pay for	Bus Service
duke Ellington bridge instead of having it go all the way down to Farragut west makes it so difficult for those that need to get to DuPont circle or downtown. You have already discontinued the L1 which would be an even more efficient bus that goes straight down Connecticut ave. If you choose to remove the lower half of the L2 stops you would need to bring back the L1 and have it run on a much more consistent basis. I understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the importantance and the need for these route and you jeopardizing or completely removing them is so detrimental to the city and what people need to be able to efficiently My kids use the D2, and 33 and 32 to get to their DC PUBLIC SCHOOLS!!! If there are no buses they	Bus Service
duke Ellington bridge instead of having it go all the way down to Farragut west makes it so difficult for those that need to get to DuPont circle or downtown. You have already discontinued the L1 which would be an even more efficient bus that goes straight down Connecticut ave. If you choose to remove the lower half of the L2 stops you would need to bring back the L1 and have it run on a much more consistent basis. I understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the importantance and the need for these route and you jeopardizing or completely removing them is so detrimental to the city and what people need to be able to efficiently My kids use the D2, and 33 and 32 to get to their DC PUBLIC SCHOOLS!!! If there are no busse they cannot get to school. If metro needs money consider asking DCPS since they don't pay for transportation and the kids rely on Metro bus to get to DC PUBLIC SCHOOLS!!! Just because it is not a	Bus Service Bus Service
duke Ellington bridge instead of having it go all the way down to Farragut west makes it so difficult for those that need to get to DuPont circle or downtown. You have already discontinued the L1 which would be an even more efficient bus that goes straight down Connecticut ave. If you choose to remove the lower half of the L2 stops you would need to bring back the L1 and have it run on a much more consistent basis. I understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the importantance and the need for these route and you jeopardizing or completely removing them is so detrimental to the city and what people need to be able to efficiently My kids use the D2, and 33 and 32 to get to their DC PUBLIC SCHOOLS!!! If there are no buses they cannot get to school. If metro needs money consider asking DCPS since they don't pay for transportation and the kids rely on Metro bus to get to DC PUBLIC SCHOOLS!!! Just because it is not a popular route with commuters doesn't mean that the buses aren?t important to other tax paying DC	
duke Ellington bridge instead of having it go all the way down to Farragut west makes it so difficult for those that need to get to DuPont circle or downtown. You have already discontinued the L1 which would be an even more efficient bus that goes straight down Connecticut ave. If you choose to remove the lower half of the L2 stops you would need to bring back the L1 and have it run on a much more consistent basis. I understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the importantance and the need for these route and you jeopardizing or completely removing them is so detrimental to the city and what people need to be able to efficiently My kids use the D2, and 33 and 32 to get to their DC PUBLIC SCHOOLS!!! If there are no buses they cannot get to school. If metro needs money consider asking DCPS since they don't pay for transportation and the kids rely on Metro bus to get to DC PUBLIC SCHOOLS!!! Just because it is not a popular route with commuters doesn?t mean that the buses aren?t important to other tax paying DC residents. As a federal worker who must leave Branch Avenue at 5:00 am to get to my office and I depending on this service every day. I work on Capital Hill and during election years I am required to work until at	
duke Ellington bridge instead of having it go all the way down to Farragut west makes it so difficult for those that need to get to DuPont circle or downtown. You have already discontinued the L1 which would be an even more efficient bus that goes straight down Connecticut ave. If you choose to remove the lower half of the L2 stops you would need to bring back the L1 and have it run on a much more consistent basis. I understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the importantance and the need for these route and you gopardizing or completely removing them is so detrimental to the city and what people need to be able to efficiently My kids use the D2, and 33 and 32 to get to their DC PUBLIC SCHOOLS!!! If there are no buses they cannot get to school. If metro needs money consider asking DCPS since they don?t pay for transportation and the kids rely on Metro bus to get to DC PUBLIC SCHOOLS!!! Just because it is not a popular route with commuters doesn?t mean that the buses aren?t important to other tax paying DC residents. As a federal worker who must leave Branch Avenue at 5:00 am to get to my office and I depending on this service every day. I work on Capital Hill and during election years I am required to work until at 11:00 pm at night and I must be able to return to Branch Avenue so that I can drive home. On the	
duke Ellington bridge instead of having it go all the way down to Farragut west makes it so difficult for those that need to get to DuPont circle or downtown. You have already discontinued the L1 which would be an even more efficient bus that goes straight down Connecticut ave. If you choose to remove the lower half of the L2 stops you would need to bring back the L1 and have it run on a much more consistent basis. I understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% with use the D2, and 33 and 32 to get to their DC PUBLIC SCHOOLS!!! If there are no buses they cannot get to school. If metro needs money consider asking DCPS since they don?t pay for transportation and the kids rely on Metro bus to get to DC PUBLIC SCHOOLS!!! Just because it is not a popular route with commuters doesn?t mean that the buses aren?t important to other tax paying DC As a federal worker who must leave Branch Avenue at 5:00 am to get to my office and I depending on this service every day. I work on Capital Hill and during election years I am required to work until at 1:00 pm at night and I must be able to return to Branch Avenue so that I can drive home. On the weekend if you opened Branch Avenue at 6:00 am then I would be able to get to my office on time	
duke Ellington bridge instead of having it go all the way down to Farragut west makes it so difficult for those that need to get to DuPont circle or downtown. You have already discontinued the L1 which would be an even more efficient bus that goes straight down Connecticut ave. If you choose to remove the lower half of the L2 stops you would need to bring back the L1 and have it run on a much more consistent basis. I understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the top CPUBLIC SCHOOLS!!! If there are no buses they cannot get to school. If metro needs money consider asking DCPS since they don?t pay for transportation and the kids rely on Metro bus to get to DC PUBLIC SCHOOLS!!! Just because it is not a popular route with commuters doesn?t mean that the buses aren?t important to other tax paying DC residents. As a federal worker who must leave Branch Avenue at 5:00 am to get to my office and I depending on this service every day. I work on Capital Hill and during election years I am required to work until at 11:00 pm at night and I must be able to return to Branch Avenue so that I can drive home. On the weekend if you opened Branch Avenue at 6:00 am then I would be able to get to my office on time during election years on Capital	
duke Ellington bridge instead of having it go all the way down to Farragut west makes it so difficult for those that need to get to DuPont circle or downtown. You have already discontinued the L1 which would be an even more efficient bus that goes straight down Connecticut ave. If you choose to remove the lower half of the L2 stops you would need to bring back the L1 and have it run on a much more consistent basis. I understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the importantance and the need for these route and you jeopardizing or completely removing them is so detrimental to the city and what people need to be able to efficiently My kids use the D2, and 33 and 32 to get to their DC PUBLIC SCHOOLSIII if there are no buses they cannot get to school. If metro needs money consider asking DCPS since they don't pay for transportation and the kids rely on Metro bus to get to DC PUBLIC SCHOOLSIII subscause it is not a popular route with commuters doesn't mean that the buses aren?t important to other tax paying DC residents. As a federal worker who must leave Branch Avenue at 5:00 am to get to my office and I depending on this service every day. I work on Capital Hill and during election years on Capital Hill. Out must increase security	
duke Ellington bridge instead of having it go all the way down to Farragut west makes it so difficult for those that need to get to DuPont circle or downtown. You have already discontinued the L1 which would be an even more efficient bus that goes straight down Connecticut ave. If you choose to remove the lower half of the L2 stops you would need to bring back the L1 and have it run on a much more consistent basis. I understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that weat as facing but as someone who was in the top 1% of riders I truly understand the difficulties that weat is facing but as someone who was in the top monitoring get to school. If metro needs money consider asking DCPS since they don?t pay for transportation and the kids rely on Metro bus to get to DC PUBLIC SCHOOLS!!! Just because it is not a popular route with commuters doesn?t mean that the buses aren?t important to other tax paying DC residents. As a federal worker who must leave Branch Avenue at 5:00 am to get to my office and I depending on this service every day. I work on Capital Hill and during election years I am required to work until at 11:00 pm at night and I must be able to return to Branch Avenue so that I can drive home. On the weekend if you opened Branch Avenue at 6:00 am then I would be able to get to my office on time during election years on Capital Hill. You must increase security on the trains and stations so t	
duke Ellington bridge instead of having it go all the way down to Farragut west makes it so difficult for those that need to get to DuPont circle or downtown. You have already discontinued the L1 which would be an even more efficient bus that goes straight down Connecticut ave. If you choose to remove the lower half of the L2 stops you would need to bring back the L1 and have it run on a much more consistent basis. I understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the importantance and the need for these route and you jeopardizing or completely removing them is so detrimental to the city and what people need to be able to efficiently My kids use the D2, and 33 and 32 to get to their DC PUBLIC SCHOOLSIII of the rate no buses they cannot get to school. If metro needs money consider asking DCPS since they don?t pay for transportation and the kids rely on Metro bus to get to DC PUBLIC SCHOOLSIII sub secuse it is not a popular route with commuters doesn?t mean that the buses aren?t important to other tax paying DC residents. As a federal worker who must leave Branch Avenue at 5:00 am to get to my office and I depending on this service every day. I work on Capital Hill and during election years on mather home. On the weekend if you opened Branch Avenue at 6:00 am then I would be able to get to my office on time during election years on Capital Hill. You must increase security on the trains and stations so that as a rider I will feel safe when traveling. If you are closing stations for a long period of time for maintenance and ungrades you must have bus service available at 5:00 am at Branch Avenue so that I can get to the next available metro st	
duke Ellington bridge instead of having it go all the way down to Farragut west makes it so difficult for those that need to get to DuPont circle or downtown. You have already discontinued the L1 which would be an even more efficient bus that goes straight down Connecticut ave. If you choose to remove the lower half of the L2 stops you would need to bring back the L1 and have it run on a much more consistent basis. I understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand the difficulties that wmata is facing but as someone who was in the top 1% of riders I truly understand to the city and what people need to be able to efficiently My kids use the D2, and 33 and 32 to get to their DC PUBLIC SCHOOLS!!! If there are no buses they cannot get to school. If metro needs money consider asking DCPS since they don't pay for transportation and the kids rely on Metro bus to get to DC PUBLIC SCHOOLS!!! Just because it is not a popular route with commuters doesn't mean that the buses aren?t important to other tax paying DC residents. As a federal worker who must leave Branch Avenue at 5:00 am to get to my office and I depending on this service every day. I work on Capital Hill and during election years I am required to work until at 11:00 pm at night and I must be able to return to Branch Avenue so that I can drive home. On the weekend if you opened Branch Avenue at 6:00 am then I would be able to get to my office on time during election years on Capital Hill. You must increase security on the trains and stations so that as a rider I will feel safe when traveling. If you are closing stations for a long period of time for maintenance and up	

Comment	Category
The R12 bus route is very beneficial for the children who attend College Park Academy, as this is a PGCPS charter school which does not provide bus service. Children are to get to and from school either	
by their parents or parents pay for private transportation. However there are plenty of parents whose	
work schedules do not allow them to do drop off/pick up and their budgets don?t allow for private	
transportation. We rely on public transportation for our children to get charter school education. This	
R12 bus route is integral for these children.	Operating Budget, Management and Spending
Please don?t change the G2 route!	Bus Service
Please don't forget that children also use buses in DC to go to school, including coming back after hours	
from sports activities and clubs. Cutting service would be a real shame, and we need MORE service to some areas like the Palisades/MacArthur school.	Rus Service
My children use the D2. D6 and all the 30 buses to get to and from school Mon-Fri. By cutting these	Bus Service
routes you are eliminating my children and others who use the Metrobus system to travel up and down	
the Wisconsin and D routes, which they rely on. Where we are located there is not metro train or other	
public transportation options. You are hindering bus schedules that kids and others rely on daily to get	
through the city in our neighborhood.	Bus Service
Some of these proposed changes would be essentially gutting the Metro service as a whole. It would be	
devastating for our ability to use the Metro to travel across the city reliably. I live in NW, and it would	
become an enormous burden to get across the city if the 96, H2, N2, N4, N6, and D30s buses were all	
eliminated or even significantly reduced. It's so upsetting as a resident of DC that public transit might become so much worse, when DC really should be a city with one of the best and most reliable transit	
systems in the country. The Metro shouldn't be a service that is expected to turn a profit; it's a public	
service. Budget deficits should be solved by an increased budget from the city, not by turning the Metro	
into a husk of what it could be! If that's out of the Metro's hands, then the least worst choice, I guess,	
would be minor fare increases and merging routes with low ridership - but doing everything you can so	
that the people who rely on those routes don't suffer hardship as a result. It's frankly heartbreaking	
that the city has decided the Metro is such a low priority that it would rather make it close to useless	
rather than give it greater priority in the city's budget.	Operating Budget, Management and Spending
Weneed MORE not less METROBUS TRANSPORTATION	Bus Service
D2 is the ONLY bus in our neighborhood, used by many twice a day to get to schools and downtown/ metro- HOW CAN YOU CANCEL THIS SERVICE?	Bus Service
Please don?t cut the D2. It is a lifeline for the neighborhood to work, school and the rest of the city	Bus Service
Do not eliminate the D2 it is our only local. We haven?t a metro!	Bus Service
I remember when metros ran every 5-10 minutes prepandemic and wish we could get back to those	
wait times! I also strongly agree with the proposal to extend the time the metro is open. It would be	
useful for many reasons but especially those who have early or late flights from DCA or IAD.	Bus Service
Do not get rid of the D2 Tons of kids at my school need to get to school	Bus Service
Please do not shut down the D2. It is an essential lifeline for me. That will destroy my ability to live in	
Glover park.	Bus Service
Public transit is a public service. Decreasing services can further isolate communities and decrease residents access to necessary services. It's better to raise the price especially for people who can afford	
it then leave communities without vital transit services.	Bus Service
It would be great for me, probably, if you didn't get rid of the d2 because that's how I get to work.	
Generally I'm in favor of increased bus service over more Metro stations and service because of the cost	
but I understand why it's more popular to add Metro stations	Bus Service
I ride public transportation exclusively. It?s my only means of getting around. I never learned to drive. I	
believe in sustainability and do my best to maintain a low carbon footprint as possible. If I miss my bus,	
I walk to my destination. My employer doesn?t want to hear excuses for my tardiness. It takes me 1.5	
hours one way to get to work on time. The bus and train delays lately have made it difficult to arrive on time. I think that fare increases or cutting services will continue decreasing ridership. Please think very	
carefully about the effect of decreasing Metro Access Services as this will affect the most vulnerable	
population in the D.C. metropolitan area. The elderly and disabled really need this service and it seems	
cruel and discriminatory not to mention unnecessary to cut it or decrease it. If increasing the fares is	
the only way to achieve a balanced budget then I would rather you did that instead of cutting and	
the only way to achieve a balanced budget then I would rather you did that instead of cutting and discontinuing bus and rail services. Many people have cars but most use Metro services also. When	
discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took	
discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took a ride into D.C. just for the experience. I still ride into D.C. from Maryland using both Metrobus and	
discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took a ride into D.C. just for the experience. I still ride into D.C. from Maryland using both Metrobus and Metrorail but it is a necessity. Please reconsider these onerous proposals and come up with a new	
discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took a ride into D.C. just for the experience. I still ride into D.C. from Maryland using both Metrobus and Metrorail but it is a necessity. Please reconsider these onerous proposals and come up with a new proposal that would work for all. Thank you for the opportunity to share my thoughts.	Operating Budget, Management and Spending
discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took a ride into D.C. just for the experience. I still ride into D.C. from Maryland using both Metrobus and Metrorail but it is a necessity. Please reconsider these onerous proposals and come up with a new proposal that would work for all. Thank you for the opportunity to share my thoughts. If you cut the M4 bus out of Haworth and Barnaby Woods, you are completely stranding neighborhood	Operating Budget, Management and Spending
discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took a ride into D.C. just for the experience. I still ride into D.C. from Maryland using both Metrobus and Metrorail but it is a necessity. Please reconsider these onerous proposals and come up with a new proposal that would work for all. Thank you for the opportunity to share my thoughts. If you cut the M4 bus out of Haworth and Barnaby Woods, you are completely stranding neighborhood school children and seniors who depend on the line for transportation to and from public school,	Operating Budget, Management and Spending
discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took a ride into D.C. just for the experience. I still ride into D.C. from Maryland using both Metrobus and Metrorail but it is a necessity. Please reconsider these onerous proposals and come up with a new proposal that would work for all. Thank you for the opportunity to share my thoughts. If you cut the M4 bus out of Haworth and Barnaby Woods, you are completely stranding neighborhood	Operating Budget, Management and Spending Bus Service
discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took a ride into D.C. just for the experience. I still ride into D.C. from Maryland using both Metrobus and Metrorail but it is a necessity. Please reconsider these onerous proposals and come up with a new proposal that would work for all. Thank you for the opportunity to share my thoughts. If you cut the M4 bus out of Haworth and Barnaby Woods, you are completely stranding neighborhood school children and seniors who depend on the line for transportation to and from public school, Sibley medical services, and especially from METRO. You will make the area a public transportation	
discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took a ride into D.C. just for the experience. I still ride into D.C. from Maryland using both Metrobus and Metrorail but it is a necessity. Please reconsider these onerous proposals and come up with a new proposal that would work for all. Thank you for the opportunity to share my thoughts. If you cut the M4 bus out of Haworth and Barnaby Woods, you are completely stranding neighborhood school children and seniors who depend on the line for transportation—to and from public school, Sibley medical services, and especially from METRO. You will make the area a public transportation desert. The notion that public transportation has to pay for itself is ludicrous. So many people depend on Metro.	
discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took a ride into D.C. just for the experience. I still ride into D.C. from Maryland using both Metrobus and Metrorail but it is a necessity. Please reconsider these onerous proposals and come up with a new proposal that would work for all. Thank you for the opportunity to share my thoughts. If you cut the M4 bus out of Haworth and Barnaby Woods, you are completely stranding neighborhood school children and seniors who depend on the line for transportation to and from public school, Sibley medical services, and especially from METRO. You will make the area a public transportation desert. The notion that public transportation has to pay for itself is ludicrous. So many people depend on Metro. Just of such os the opport of the area of its life blood. The 3 Metro jurisdictions need to step up and properly fund Metro. Otherwise, it will be on life-support and will be	Bus Service
discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took a ride into D.C. Just for the experience. I still ride into D.C. from Maryland using both Metrobus and Metrobus and I but it is a necessity. Please reconsider these onerous proposals and come up with a new proposal that would work for all. Thank you for the opportunity to share my thoughts. If you cut the M4 bus out of Haworth and Barnaby Woods, you are completely stranding neighborhood school children and seniors who depend on the line for transportation—to and from public school, Sibley medical services, and especially from METRO. You will make the area a public transportation desert. The notion that public transportation has to pay for itself is ludicrous. So many people depend on Metro. Reducing service and/or raising fares is like draining the area of its life blood. The 3 Metro jurisdictions need to step up and properly fund Metro. Otherwise, it will be on life-support and will be on an ever-downward death spiral.	
discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took a ride into D.C. try the experience. I still ride into D.C. from Maryland using both Metrobus and Metrobus that use that so use the experience of the opportunity to share my thoughts. If you cut the M4 bus out of Haworth and Barnaby Woods, you are completely stranding neighborhood school children and seniors who depend on the line for transportation—to and from public school, Sibley medical services, and especially from METRO. You will make the area a public transportation desert. The notion that public transportation has to pay for itself is ludicrous. So many people depend on Metro. Reducing service and/or raising fares is like draining the area of its life blood. The 3 Metro jurisdictions need to step up and properly fund Metro. Otherwise, it will be on life-support and will be on an ever-downward death spiral.	Bus Service
discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took a ride into D.C. just for the experience. I still ride into D.C. from Maryland using both Metrobus and Metrorail but it is a necessity. Please reconsider these onerous proposals and come up with a new proposal that would work for all. Thank you for the opportunity to share my thoughts. If you cut the M4 bus out of Haworth and Barnaby Woods, you are completely stranding neighborhood school children and seniors who depend on the line for transportation—to and from public school, Sibley medical services, and especially from METRO. You will make the area a public transportation desert. The notion that public transportation has to pay for itself is ludicrous. So many people depend on Metro jurisdictions need to step up and properly fund Metro. Otherwise, it will be on life-support and will be on an ever-downward death spiral. The D2 bus is the only bus that connects myself and my family directly to the rest of DC. Removing the service would be detrimental to accessing the metro in Dupont as there is no metro in Glover Park.	Bus Service Fares/Fees/Parking
discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took a ride into D.C. just for the experience. I still ride into D.C. from Maryland using both Metrobus and Metrorail but it is a necessity. Please reconsider these onerous proposals and come up with a new proposal that would work for all. Thank you for the opportunity to share my thoughts. If you cut the M4 bus out of Haworth and Barnaby Woods, you are completely stranding neighborhood school children and seniors who depend on the line for transportation—to and from public school, Sibley medical services, and especially from METRO. You will make the area a public transportation desert. The notion that public transportation has to pay for itself is ludicrous. So many people depend on Metro, Reducing service and/or raising fares is like draining the area of its life blood. The 3 Metro jurisdictions need to step up and properly fund Metro. Otherwise, it will be on life-support and will be on an ever-downward death spiral. The D2 bus is the only bus that connects myself and my family directly to the rest of DC. Removing the service would be detrimental to accessing the metro in Dupont as there is no metro in Glover Park. Please do not do it.	Bus Service
discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took a ride into D.C. just for the experience. I still ride into D.C. from Maryland using both Metrobus and Metrobus and Ibut it is a necessity. Please reconsider these onerous proposals and come up with a new proposal that would work for all. Thank you for the opportunity to share my thoughts. If you cut the M4 bus out of Haworth and Barnaby Woods, you are completely stranding neighborhood school children and seniors who depend on the line for transportation—to and from public school, Sibley medical services, and especially from METRO. You will make the area a public transportation desert. The notion that public transportation has to pay for itself is ludicrous. So many people depend on Metro. Reducing service and/or raising fares is like draining the area of its life blood. The 3 Metro jurisdictions need to step up and properly fund Metro. Otherwise, it will be on life-support and will be on an ever-downward death spiral. The D2 bus is the only bus that connects myself and my family directly to the rest of DC. Removing the service would be detrimental to accessing the metro in Dupont as there is no metro in Glover Park. Please do not do it. Eliminating the d6 route will be very detrimental to the staff of Georgetown and Sibley Hospitals	Bus Service Fares/Fees/Parking
discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took a ride into D.C. just for the experience. I still ride into D.C. from Maryland using both Metrobus and Metrorail but it is a necessity. Please reconsider these onerous proposals and come up with a new proposal that would work for all. Thank you for the opportunity to share my thoughts. If you cut the M4 bus out of Haworth and Barnaby Woods, you are completely stranding neighborhood school children and seniors who depend on the line for transportation—to and from public school, Sibley medical services, and especially from METRO. You will make the area a public transportation desert. The notion that public transportation has to pay for itself is ludicrous. So many people depend on Metro, Reducing service and/or raising fares is like draining the area of its life blood. The 3 Metro jurisdictions need to step up and properly fund Metro. Otherwise, it will be on life-support and will be on an ever-downward death spiral. The D2 bus is the only bus that connects myself and my family directly to the rest of DC. Removing the service would be detrimental to accessing the metro in Dupont as there is no metro in Glover Park. Please do not do it.	Bus Service Fares/Fees/Parking
discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took a ride into D.C. just for the experience. I still ride into D.C. from Maryland using both Metrobus and Metrorail but it is a necessity. Please reconsider these onerous proposals and come up with a new proposal that would work for all. Thank you for the opportunity to share my thoughts. If you cut the M4 bus out of Haworth and Barnaby Woods, you are completely stranding neighborhood school children and seniors who depend on the line for transportation—to and from public school, Sibley medical services, and especially from METRO. You will make the area a public transportation desert. The notion that public transportation has to pay for itself is ludicrous. So many people depend on Metro. Reducing service and/or raising fares is like draining the area of its life blood. The 3 Metro jurisdictions need to step up and properly fund Metro. Otherwise, it will be on life-support and will be on an ever-downward death spiral. The D2 bus is the only bus that connects myself and my family directly to the rest of DC. Removing the service would be detrimental to accessing the metro in Dupont as there is no metro in Glover Park. Please do not do it.	Bus Service Bus Service Bus Service
discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took a ride into D.C. just for the experience. I still ride into D.C. from Maryland using both Metrobus and Metrorail but it is a necessity. Please reconsider these onerous proposals and come up with a new proposal that would work for all. Thank you for the opportunity to share my thoughts. If you cut the M4 bus out of Haworth and Barnaby Woods, you are completely stranding neighborhood school children and seniors who depend on the line for transportation—to and from public school, Sibley medical services, and especially from METRO. You will make the area a public transportation desert. The notion that public transportation has to pay for itself is ludicrous. So many people depend on Metro. Reducing service and/or raising fraes is like draining the area of its life blood. The 3 Metro jurisdictions need to step up and properly fund Metro. Otherwise, it will be on life-support and will be on an ever-downward death spiral. The D2 bus is the only bus that connects myself and my family directly to the rest of DC. Removing the service would be detrimental to accessing the metro in Dupont as there is no metro in Glover Park. Please do not do it. Eliminating the d6 route will be very detrimental to the staff of Georgetown and Sibley Hospitals because it's the only bus that services these two hospitals. The bus also needs to run more frequently after 7 and 11 pm. Many of these proposed routes for elimination will be a heavy burden on working people, seniors and those who do not have a car or choose to reduce their driving. These cuts are onerous!	Bus Service Bus Service Bus Service
discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took a ride into D.C. just for the experience. I still ride into D.C. from Maryland using both Metrobus and Metrorail but it is a necessity. Please reconsider these onerous proposals and come up with a new proposal that would work for all. Thank you for the opportunity to share my thoughts. If you cut the M4 bus out of Haworth and Barnaby Woods, you are completely stranding neighborhood school children and seniors who depend on the line for transportation—to and from public school, Sibley medical services, and especially from METRO. You will make the area a public transportation desert. The notion that public transportation has to pay for itself is ludicrous. So many people depend on Metro. Reducing service and/or raising fares is like draining the area of its life blood. The 3 Metro jurisdictions need to step up and properly fund Metro. Otherwise, it will be on life-support and will be on an ever-downward death spiral. The D2 bus is the only bus that connects myself and my family directly to the rest of DC. Removing the service would be detrimental to accessing the metro in Dupont as there is no metro in Glover Park. Please do not do it. Eliminating the 66 route will be very detrimental to the staff of Georgetown and Sibley Hospitals because it's the only bus that services these two hospitals. The bus also needs to run more frequently after 7 and 11 pm. Many of these proposed routes for elimination will be a heavy burden on working people, seniors and those who do not have a car or choose to reduce their driving. These cuts are onerous! I do not support the proposal to remove D2. This is the most efficient line connecting glover park to the	Bus Service Bus Service Bus Service Bus Service Bus Service
discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took a ride into D.C. just for the experience. I still ride into D.C. from Maryland using both Metrobus and Metrorail but it is a necessity. Please reconsider these onerous proposals and come up with a new proposal that would work for all. Thank you for the opportunity to share my thoughts. If you cut the M4 bus out of Haworth and Barnaby Woods, you are completely stranding neighborhood school children and seniors who depend on the line for transportation to and from public school, Sibley medical services, and especially from METRO. You will make the area a public transportation desert. The notion that public transportation has to pay for itself is ludicrous. So many people depend on Metro. Reducing service and/or raising fares is like draining the area of its life blood. The 3 Metro jurisdictions need to step up and properly fund Metro. Otherwise, it will be on life-support and will be on an ever-downward death spiral. The D2 bus is the only bus that connects myself and my family directly to the rest of DC. Removing the service would be detrimental to accessing the metro in Dupont as there is no metro in Glover Park. Please do not do it. Eliminating the d6 route will be very detrimental to the staff of Georgetown and Sibley Hospitals because it's the only bus that services these two hospitals. The bus also needs to run more frequently after 7 and 11 pm. Many of these proposed routes for elimination will be a heavy burden on working people, seniors and those who do not have a car or choose to reduce their driving. These cuts are onerous! I do not support the proposal to remove D2. This is the most efficient line connecting glover park to the red line	Bus Service Bus Service Bus Service
discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took a ride into D.C. just for the experience. I still ride into D.C. from Maryland using both Metrobus and Metrorail but it is a necessity. Please reconsider these onerous proposals and come up with a new proposal that would work for all. Thank you for the opportunity to share my thoughts. If you cut the M4 bus out of Haworth and Barnaby Woods, you are completely stranding neighborhood school children and seniors who depend on the line for transportation—to and from public school, Sibley medical services, and especially from METRO. You will make the area a public transportation desert. The notion that public transportation has to pay for itself is ludicrous. So many people depend on Metro. Reducing service and/or raising fares is like draining the area of its life blood. The 3 Metro jurisdictions need to step up and properly fund Metro. Otherwise, it will be on life-support and will be on an ever-downward death spiral. The D2 bus is the only bus that connects myself and my family directly to the rest of DC. Removing the service would be detrimental to accessing the metro in Dupont as there is no metro in Glover Park. Please do not do it. Eliminating the d6 route will be very detrimental to the staff of Georgetown and Sibley Hospitals because it's the only bus that services these two hospitals. The bus also needs to run more frequently after 7 and 11 pm. Many of these proposed routes for elimination will be a heavy burden on working people, seniors and those who do not have a car or choose to reduce their driving. These cuts are onerous! I do not support the proposal to remove D2. This is the most efficient line connecting glover park to the red line	Bus Service Bus Service Bus Service Bus Service Bus Service
discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took a ride into D.C. just for the experience. I still ride into D.C. from Maryland using both Metrobus and Metrorail but it is a necessity. Please reconsider these onerous proposals and come up with a new proposal that would work for all. Thank you for the opportunity to share my thoughts. If you cut the M4 bus out of Haworth and Barnaby Woods, you are completely stranding neighborhood school children and seniors who depend on the line for transportationto and from public school, Sibley medical services, and especially from METRO. You will make the area a public transportation desert. The notion that public transportation has to pay for itself is ludicrous. So many people depend on Metro. Reducing service and/or raising fares is like draining the area of its life blood. The 3 Metro jurisdictions need to step up and properly fund Metro. Otherwise, it will be on life-support and will be on an ever-downward death spiral. The D2 bus is the only bus that connects myself and my family directly to the rest of DC. Removing the service would be detrimental to accessing the metro in Dupont as there is no metro in Glover Park. Please do not do it. Eliminating the d6 route will be very detrimental to the staff of Georgetown and Sibley Hospitals because it's the only bus that services these two hospitals. The bus also needs to run more frequently after 7 and 11 pm. Many of these proposed routes for elimination will be a heavy burden on working people, seniors and those who do not have a car or choose to reduce their driving. These cuts are onerous! I do not support the proposal to remove D2. This is the most efficient line connecting glover park to the red line	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took a ride into D.C. just for the experience. I still ride into D.C. from Maryland using both Metrobus and Metrorail but it is a necessity. Please reconsider these onerous proposals and come up with a new proposal that would work for all. Thank you for the opportunity to share my thoughts. If you cut the M4 bus out of Haworth and Barnaby Woods, you are completely stranding neighborhood school children and seniors who depend on the line for transportation to and from public school, Sibley medical services, and especially from METRO. You will make the area a public transportation desert. The notion that public transportation has to pay for itself is ludicrous. So many people depend on Metro. Reducing service and/or raising fares is like draining the area of its life blood. The 3 Metro jurisdictions need to step up and properly fund Metro. Otherwise, it will be on life-support and will be on an ever-downward death spiral. The D2 bus is the only bus that connects myself and my family directly to the rest of DC. Removing the service would be detrimental to accessing the metro in Dupont as there is no metro in Glover Park. Please do not do it. Eliminating the d6 route will be very detrimental to the staff of Georgetown and Sibley Hospitals because it's the only bus that services those two hospitals. The bus also needs to run more frequently after 7 and 11 pm. Many of these proposal routes for elimination will be a heavy burden on working people, seniors and those who do not have a car or choose to reduce their driving. These cuts are onerous! I do not support the proposal to remove D2. This is the most efficient line connecting glover park to the red line.	Bus Service Bus Service Bus Service Bus Service Bus Service
discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took a ride into D.C. just for the experience. I still ride into D.C. from Maryland using both Metrobus and Metrorail but it is a necessity. Please reconsider these onerous proposals and come up with a new proposal that would work for all. Thank you for the opportunity to share my thoughts. If you cut the M4 bus out of Haworth and Barnaby Woods, you are completely stranding neighborhood school children and seniors who depend on the line for transportation—to and from public school, Sibley medical services, and especially from METRO. You will make the area a public transportation desert. The notion that public transportation has to pay for itself is ludicrous. So many people depend on Metro. Reducing service and/or raising fares is like draining the area of its life blood. The 3 Metro jurisdictions need to step up and properly fund Metro. Otherwise, it will be on life-support and will be on an ever-downward death spiral. The D2 bus is the only bus that connects myself and my family directly to the rest of DC. Removing the service would be detrimental to accessing the metro in Dupont as there is no metro in Glover Park. Please do not do it. Eliminating the d6 route will be very detrimental to the staff of Georgetown and Sibley Hospitals because it's the only bus that services these two hospitals. The bus also needs to run more frequently after 7 and 11 µm. Many of these proposed routes for elimination will be a heavy burden on working people, seniors and those who do not have a car or choose to reduce their driving. These cuts are onerous! I do not support the proposal to remove D2. This is the most beficient line connecting glover park to the red line.	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took a ride into D.C. just for the experience. I still ride into D.C. from Maryland using both Metrobus and Metrorail but it is a necessity. Please reconsider these onerous proposals and come up with a new proposal that would work for all. Thank you for the opportunity to share my thoughts. If you cut the M4 bus out of Haworth and Barnaby Woods, you are completely stranding neighborhood school children and seniors who depend on the line for transportation to and from public school, Sibley medical services, and especially from METRO. You will make the area a public transportation desert. The notion that public transportation has to pay for itself is ludicrous. So many people depend on Metro. Reducing service and/or raising fares is like draining the area of its life blood. The 3 Metro jurisdictions need to step up and properly fund Metro. Otherwise, it will be on life-support and will be on an ever-downward death spiral. The D2 bus is the only bus that connects myself and my family directly to the rest of DC. Removing the service would be detrimental to accessing the metro in Dupont as there is no metro in Glover Park. Please do not do it. Eliminating the d6 route will be very detrimental to the staff of Georgetown and Sibley Hospitals because it's the only bus that services these two hospitals. The bus also needs to run more frequently after 7 and 11 pm. Many of these proposal routes for elimination will be a heavy burden on working people, seniors and those who do not have a car or choose to reduce their driving. These cuts are onerous! I do not support the proposal to remove D2. This is the most efficient line connecting glover park to the red line The buses are essential. Use smaller buses in the Glover Park area to same money or increase price. So many of us depend on bus service to get in and out of our ne	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
discontinuing bus and rail services. Many people have cars but most use Metro services also. When Metro rail opened up in 1976, I was one of the first to ride on it. Even though I lived in Maryland, I took a ride into D.C. just for the experience. I still ride into D.C. from Maryland using both Metrobus and Metrorail to it is a necessity. Please reconsider these onerous proposals and come up with a new proposal that would work for all. Thank you for the opportunity to share my thoughts. If you cut the M4 bus out of Haworth and Barnaby Woods, you are completely stranding neighborhood school children and seniors who depend on the line for transportation—to and from public school, Sibley medical services, and especially from METRO. You will make the area a public transportation desert. The notion that public transportation has to pay for itself is ludicrous. So many people depend on Metro. Reducing service and/or raising fares is like draining the area of its life blood. The 3 Metro jurisdictions need to step up and properly fund Metro. Otherwise, it will be on life-support and will be on an ever-downward death spiral. The D2 bus is the only bus that connects myself and my family directly to the rest of DC. Removing the service would be detrimental to accessing the metro in Dupont as there is no metro in Glover Park. Please do not do it. Eliminating the d6 route will be very detrimental to the staff of Georgetown and Sibley Hospitals because it's the only bus that services these two hospitals. The bus also needs to run more frequently after 7 and 11 pm. Many of these proposal to remove D2. This is the most efficient line connecting glover park to the red line The buses are essential. Use smaller buses in the Glover Park area to same money or increase price. So many of us depend on bus service to get in and out of our neighborhoods. The D2 is indispensable – please do not stop service. Thank you	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service

Lan caregories field of the server is equipable in the server is the server is equipable in the server		
 discription in output in some in some wavely instead by the above of a metro top, give in provide in some of a metro top, give in a metro top,	Comment	Category
basis production starting strategies and starting strategies are production at a strategies with a str	I am strongly against WMTA's proposals concerning the 31, 33, D2, D6, and G2 bus service changes. As	
senset is one source dange and particle the number of even to take of even to the even to	a Georgetown student my transit options are severely limited by the absence of a metro stop, so these	
be to explore the explore the input of the top explore the explore		
a drof a grow of large drof bar weight engineering and weight and a drof weight for a setting of a grow of weight for a grow weight for a		
tank observed make welds make welds in des des at a mease it is not a descent of money Adapted of the served make and the serv		
dif some engineer web woold on to be bet a new public transprotection. Note generally and some endities of the some endits of the some		
 because the designation notes a difficult per too servers without this baseries the marked too servers without the per too servers of the per too s		
 Inter office inpublic paraget activity of the theorem of a balance of the theorem of the theorem of a balance of the theorem of theore		
The 21 best ends of each constraint with a sufficience of the defendence of each of ea		
Bengebank (Indexet): Emission of an experiment of an experiment of a second of		Bus Service
h Googboot for Lacence two naire when the Construction of packade for thateets and the get there is not of the g has zeros approprises unwerking keep has part metro options how the for the g has zeros approprises of the construction of the second how the for the g has zeros approprises of the construction of the second how the for the g has zeros approprises of the construction of the second how the for the g has zeros approprises of the construction of the second how the construction of the g has zeros approprises of the construction of the second how the construction of the second approprises of the construction of the second how the construction of the second approprises of the construction of the second how the construction of the second approprises of the construction of the constr		
tion desgreen to the even of and server. Georgeneous and wells are strateging and the str		
ha check meters has check has		
hink is for or the gP has accer gapgebook unwerty investor metro approve 10 access of the gP has access appropriate access the second of the		Dis Casa tas
The 2L, 20, 42, 21, 21 are invaluable to my neglitarious of the results of the my neglitarious and the results of the results of the my neglitarious and the results of the		
Geographic Multiversity, Please do not planting theore there to be which all only multi tops of process of proces of process of process of process of process of pro		Bus Service
abinet of mut chy eart what he chy eart		
Face last prove use a field many. The charts in not when to ast arvice or increase (ens. Thise of the charts in the chart of works when it is not work in the chart of works when it is not work in the chart of works when it is not work in the chart of works when it is not work in the chart of works when it is not work in the chart of works when it is not work in the chart of works when it is not work in the chart of works when it is not work in the chart of works when it is not work in the chart of works when it is not work in the chart of works when it is not work in the chart of works when it is not work in the chart of works when it is not work in the chart of works when it is not work in the chart of works when it is not work in the chart of works when it is not work in the chart of works when it is not work in the chart of work in the chart of works when it is not work in the chart of works when it is not work in the chart of works when it is not work in the chart of works when it is not work in the chart of works when it is not work in the chart of works when it is not work in the chart of works when it is not work in the chart of works when it is not work in the chart of works when it is not work in the chart of works when it is not work in the chart of works when it is not work in the chart of works when it is not works when it is notwork when it is not works when it is notworks when it		Rue Canida
Hull C and y		Bus Service
he chi besch mit chy aid ago making lis harder for worker way or you are you. In worker harder development of the structure o		
and back and bac		
The is an equity of line in Gio and extrement we public of a read of and information in the Gio and a read of a read information in the Gio and a read of a read information in the Gio and a read of a read information in the Gio and a read of a read information in the Gio and a read of a read information in the Gio and a read of a read information in the Gio and a read of a read information in the Gio and a read of a read information in the Gio and a read of a read information in the Gio and a read of a read information in the Gio and a read of a read information in the Gio and a read of a read information in the Gio and a read of a read information in the Gio and a read of a read information in the Gio and a read of a read information in the read of read of a read information in the read of read of read information in the read of read of read in the read of read in the read of read in the read of read read read in the read of read read read read re		Rus Service
the galaxy of the nC of the set o		
The Q2 in creates for an entite where the possible. The eliminate the Q2 must be provided may be provided in any entity of the provided may be provided in the Q2 must be Q2 must		Rail Service
The proposed branes are appained and unceptable. The elimination of the U2 and DE Fouches would are soluted for the activities in C2 and DE Fouches would are soluted for the activities in C2 and DE Fouches would are soluted for the activities in C2 and DE Fouches would are soluted for the activities in C2 and DE Fouches would are soluted for the activities in the englithermole of the the activities and of the thermore and sponding developed for the activities and the englithermole of the the activities and the activities and the englithermole of the the activities and the englithermole of the the activities and the activit		
air many database of the source and other activities in C and would make Glover Part and ba Minister more His evolution than part of the roll, likewice, the classed forwice on rules and ba would be would have a very damaging impact on relations who use those ban notes. We default the relation to the roll of the roll of the relation beneform of the relation beneform of the roll of the ro		
bias bias in the sea birts the parts of the City. Likewise, the charge service on routes 31.2, 33, indexident the need for route service cuts for routes that an little used fail deve a birarstein for the service cuts for routes that an little used fail deve a birarstein for the service cuts for routes that an little used fail deve a birarstein for the service cuts for routes that an little used fail deve a birarstein for the service cuts for routes that an little used fail deve a birarstein for the service cuts for routes that an little used fail deve a birarstein for the service cuts out or non and the tobs in the exploit that the service cuts out or the service cuts out of the service cuts out of the service cuts out of the service cuts out the service cuts out of the service cuts out		
and 36 word have a very damage impact on residents who are those hor network. We construct the forman service use if nonuses that are like word on whore a dama where the word on the network of hore		
Understand the meed for some since cuts for routes that are little used (and where alternatives in eighborhood in northwert OC: the MA is how our so and all the lidt in the nighborhood pet to be to in the morning are available) to the proposed MA of ut volk how a dowasting impact on our eighborhood in northwert OC: the MA is how our so and all the lidt in the nighborhood pet to be to in the morning of the transfers. So the down for each of the primary reasons in the term. This peoperal is shoulding and extructive. Certain gravity and will interest a DC public transit peoperal is shoulding are preventing of the down many of the primary reasons in the term. This peoperal is shoulding are preventing of the down many care are of the top peoperal is shoulding are preventing of the down many care are of the top peoperal is shoulding are preventing of the down would be CATATINOPHIC for may the Gas current line of the rest of the cuts the rest finite. In edition, cutsing weekees and the shoulding of the down of the prevention of the prevention in the down of the Gas current line of the rest of the cuts the rest finite. In edition, cutsing weekees and the should cuts the rest finite. The down of the cuts the rest finite and down, cutsing weekees and the should cuts the rest finite. The down of the cuts the rest finite and finite and exact to peoperation cuts the rest finite and the down of the cuts the rest finite and the should be down of the cut peoperation the should be available and the rest of the term of the down of the cuts the term finite and previous that the should cuts the term of the rest as Glover state employee cuts that should cuts the term finite the bear ADD cut should be cuts the term of the cuts the term of the rest as to be they hould board the foret cuts the term of the rest current that the down of the cuts that should the cuts the term of the rest areas as well as attricts that cut acting they hould board the coth cuts that should they cut and the cuts the term of the rest c		Bus Service
prownity Determine the variable but the proposed MA cut would have a devalating impact on or subprobution in orvices. Dict MA the wour or and all the kis is the meghborhood in orvices. But Service Service Antices and results the translation or or and all the kis is the meghborhood in orvices or antices and results is the meghborhood in orvices or antices and results is the meghborhood in orvices or antices and results in the meghborhood in orvices or antices and results in the meghborhood in orvices or antices and results in the meghborhood in orvices or antices and results in the meghborhood in orvices or antices and results in the meghborhood in orvices or antices and results in the meghborhood in orvices or antices and results in the meghborhood in orvices or antices and results in the meghborhood in orvices or antices and results in the meghborhood in orvices or antices and results in the meghborhood in orvices or antices and results in the meghborhood in orvices or antices and results in the meghborhood in orvices or antices and results in the meghborhood in orvices or antices and results in the meghborhood in orvices or antices and results in the meghborhood in orvices or antices or antices and results in the meghborhood in orvices or antices or antices and results in the meghborhood in orvices or antices and results in the meghborhood in orvices or antices		
eighbiordin entrowers UC: the M4 is how our on all the UG in the englobe/is og tet Breas avoid of line turback, for on Close Forst Cleri, and keep the LB Metrobus Eike eardinue D2 and S131 metroi is service avoid kind, and tet os should Breas eardinue D2 and S131 metroi is service avoid kind, and tet os should Breas eardinue D2 and S131 metroi is service avoid kind, and tet os should Breas eardinue D2 and S131 metroi is service and is on of the participation of the S14 protection of the S14 service and hours to this eard and eard earders is car size one of the UD earders and S14 metroi is service and service avoid ble and the stand earders is car size one of the UD earders and service and S14 metroi is service participation of the S14 service ANDATA in order to expand service (rather than out) and research green alternatives for current base. And Over Part - The S15 anticla IF or costander access is metree absent areas as Glover Part - related to H0 basen G1400 and ULIV soluty to basel to basen the d0 basen G1400 and ULIV works to size none of the G12 anticla IG Glover Part - The S15 anticla IF or costander access is metree absent areas as Glover Part - related to H0 basen G1400 and ULIV works to size none of the G12 anticla IG Glover Part - The S15 anticla IF or costander access is metree absent areas as Glover Part - related and Glover Part - The S15 anticla IF or costander access is metree absent areas and Glover Part - related and Glover Part - The S15 anticla IF or costander and H0400 and the basen dworks on the S15 and the S15 anticla IF or costander and H12V works to sixe none. Costander Alter Alte		
choil on the marking! But Service Break and frag line impacks, do not do the pret Gibn, and keep the LB Metrobus But Service Break and frag line impacks, do not do the primary reasons line there. This and protocols to do that for the sing and an out the primary reasons line there. This and protocols to do that for the sing and an out the primary reasons line there. This and protocols to good and for the notity and is and of the primary reasons line there. This and protocols to do that for the sing and and the primary reasons line there. This and protocols to good and for the primary reasons line there. This and protocols to good and protocols to good and protocols to good and protocols to good and protocols apportentery. To calk the real hat and the dong the sing reason of the protocols apportentery to calk the real hat and those is current basen/metro whicks. Operating Budget, Management and Spending Bed 2 is critical to Glover Park. The 95 is critical for crossow macces in metro-absent areas and the prime prime the DD bas Wood Choil To for cols apportentery. In definition of the DD and DD		
Prices and the immakes, do not close freest Gins, and keep the IS Methodus But Service Prices continue Data 3/31 metrics issues to completely shareful and will keeps DC's public transit sproposal is shading and destructive. Creating a proposal that will clearly make D La much more car- be and the structure. Creating a proposal that will clearly make D La much more car- be and the structure. Creating a proposal that will clearly make D La much more car- be and the structure. Creating a proposal that will clearly make D La much more car- be and the structure. Creating a proposal that will clearly make D La much more car- be and the structure. Creating a proposal that will clearly make D La much more car- be and the structure. Creating a proposal that will clearly make D La much more car- be and the structure. Creating a proposal that will clearly make D La much more car- be and the structure. Creating a proposal that will clearly make D La much more car- be and the structure. Creating a proposal that will clearly make D La much more car- be and the structure. Creating a proposal that will clearly make D La much more car- be and the structure. The structure of the structure. The structure of the structure. The structure of the structure. The structure will be defined to the structure. The structure is the structure of the structure. The structure will be structure with the structure of the structure. The structure is the structure is the structure of the structure is the structure of the structure is the structure of the structure. The structure is the structure is the structure is the structure is the structure of the structure of the structure is the str		Rus Service
Priese control Bus Service Priese control Bus Service Operating service on the some bus to this other is completely shareling and will kneege Dipolis transit system. DC 5 transit is a huge daw for the city and is one of the primary reasons live here. This approximations to global warms, and, and great presentage of the City's budget shared be defacated to with ATA in outer to expand service. Certain follow compared in the city's budget shared be defacated to with ATA in outer to expand service (a city and generating generating with the City's budget shared areas. As Gower Take readem who deservit firms, eliminating the D2 bas would be defacated to with ATA in outer to expand service for the Vity Auget shared in the ATASTIDPHIC form (a shared compared service). Certain for control meres in metro abudet and compared service for the Vity Aug, and NE buss GUARANTES to bus service to Dupont Citcle of control works of the Vity Auget and NE buss GUARANTES to bus service to Dupont Citcle of control works of the Vity Auget and NE buss GUARANTES to bus service to Dupont Citcle of control works of the Vity Auget and NE buss GUARANTES to bus service to Dupont Citcle of Control works of the Vity Auget and NE buss GUARANTES to bus service to Dupont Citcle of Control works of the Vity Auget and NE buss GUARANTES to bus service to Dupont Citcle of Control works of the Vity Auget and NE buss GUARANTES to bus service to Dupont Citcle of Control works of the Net Vity Auget and NE buss Guarding the DE bus AND control works of the Net Vity Auget and NE buss Generating the Vity Auget and Service Auget and Yity Auget and Service Auget and Auget Auget and Yity Auget and Service Auget and Auget and A		
Curraling service and hours to this exent is completely shameful and will kneep DC's public training system. DC's training to algo add worther they and is one of the enter. This proposal is shocking and destructive. Creating a proposal that will clearly make DC a much more car- tegrednetic city is distantian and will hasten that will hasten that add that are are one of the top contributors to global warming. A much greater percentage of the city's budget should be defaciented to MARAI in order to equand service (arbite than cut 1) and researd green alternatives for current Docer/Inter vehicles. The d's critical to Glover Park. The 96 is critical for crosstown access in metro-absent areas as a Slove Park resident who doesn't drive, eliminating the D2 bus would be CATARTROPHIC for me, the d's critical to Glover Park. The 96 is critical for crosstown access in metro-absent areas as a Slove Park resident who doesn't drive, eliminating the D2 bus would be CATARTROPHIC for me, the d's critical to Glover Park. The 96 is critical for crosstown access in metro-absent areas as a Slove Park resident who doesn't drive, eliminating the D2 bus would be CATARTROPHIC for me, the d's critical to Blover Park resident who doesn't drive, eliminating the D2 bus would be CATARTROPHIC for me, the d's scritical to the discritical the 12 bus to be stops between Friendhalin Heights and Frager bottom when tha 32 bus and and yovers that same limited could be abused D1 cutting avers to the 33 bus, you are effectively doing away with crosstown travel, which forces commutes to transfar during. The fest are public for more employees to return to the Office dist StorTOT provide more funding. The fest area public for more employees to return to the Office dist storted to the storte who dist and an origin and service worters to they should for the bit for metric in my opinion. Cora are propaging to cit bus cross that save harder tors will actually make It less likely that tego for the tore stortes that and who who should her		
ystem. DC: stranit is a hage dava for the tity and is one of the primary reasons line here. This dependent city is distatrous for public health and will leady make DC and hore can be required by a distatrous for public health and will leady make DC and hore can be required in the city base distation of the city based at hore to expand service (rather than cut if) and reasord green alternatives for current of a gase distance of the city based at hore to bayand service (rather than cut if) and reasord green alternatives for current of a gase of city and the city based at hore to bayand service (rather than cut if) and reasord green alternatives for current of a gase of city and the city based at hore to bayand service for the city based at hore to bayand service for the city based at hore to bayand to compore attricting the service hore than the city and the city of the city based at hore to bayand to compore attricting the city based at hore to bayand to compore attricting the city based at hore to bayand to compore attricting the city based at hore to bayand to compore attricting the city based at hore to bayand to compore the city halfs and require the based at hore to bayand to compore the city halfs and require the distance of the compone the city halfs and require the distance of the distance of the compone the city halfs and require the distance of the distance o		Bus Service
proposition shocking and destructive. Creating a proposition that will learly make DC a much more are dependent chy is distances for public hearth and will have time change, as are ore of the ory MAX in order to expand service (pathet han util 1) and research green alternatives for urrent bases/networkles. The 21 so tritical to Glover Park. The 96 is critical for crossition metro-absent areas as a Glover Park resident wind beach drive, eliminating the D2 bus would be CATASIROPHIC form, in e 21 so tritical to Glover Park. The 96 is critical for crossition metro-absent areas as discret park resident wind beach drive, eliminating the D2 bus would be CATASIROPHIC form, in e 10 start tritical to Glover Park. The 96 is critical for crossition work or to take the refile in a diation, the 21 so tritical to Glover Park. The 96 is critical for crossition work or to take the refile in a diation, the 21 so tritical to Blover Park resident with an embed mode or D2 will mixing the D5 bus ABD communes to transfer to the Max whet with a maxel humed for or to take the refile in b Bus ABD communes to transfer to the Max whet whet may much to ron or the 21 within the Das ABD communes to transfer to the Max whet whet frave. Constant bay aresting and protecuting passengers with prossition travel, which forme to they should for the Max whet whet frave none or of the trave Whet they than to ron or the resident they want to ron or the resident the star bay aresting and protecuting to school (mark to the das Bas greent end) to school (mark to the das Bas greent end). Set starbase string and protecuting the bus Eliminating routes will startles the tot areas they should for the that an utility that use to the tot school and work to a dequately fund mark the school (mark to take). They are the protecuting the bus Eliminating routes will startles the tot allow and work to a extinction to they school (mark tot) and the mark tot and work to a the raid bay with the school (mark tot) the school (mark tot) and that the school (mark tot) the sch		
dependent tyi i disatrous for public health and will hasten dimate change, as cars are one of the top will have the company service (rather than cut) and research green alternatives for curves will have have the company service (rather than cut) and research green alternatives for curves will have the curves of the XD, AH, which emisses the term and the curves of the curves th		
contributors by biols warning, A much prester percentage of the city's budget should be delicated to buse/netro vehicles. operating Budget, Management and Spending buse/netro vehicles. operating Budget, Management and Spending buse/netro vehicles. Ball Service base does Park resident who doesn't drive, eliminating the D2 bus would be CATASTROPHIC for me, inis e lotent rated to Dupont Crice for Actor's appointements, to to take the red line. In addition. Ball Service bottom who the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 30 bus you are effectively doing away with corstom traves, which fores to rate at you are any properties and gas passengers who jumo over the turnistie in the Metro, and who board Metrobuses without paying their face. Res veice Cutting service the bus bis form setting for more employees to return to the diff. Cut and trave areas the bus Sitemating for more employees ung the take the set workers to they should foot the bill for metro in my opinion. Res veice cut are propering to cut bus cut bus that bus Sitemating for more employees and the tites likely that the dy. Like set kits ning the bus Sitemating to race areas as well as arefreis that cut accors to they should foot the bill for metro in my opinion. Res veice cut are propering to cut bus to the state cuthwait and put more cars to the race, which is the opposite effect of what the to they set kits ning the bus Sitemating they cuthwait the site sitemating they set kits is sitemating they set kits and put more cars on the race, which is the dindes not alway reserve the difference on they addit pref		
WMATA in order to expand service (rather than cut 1) and research green alternatives for curso. Operating Budget, Management and Spending Budget, for clical to Glover Park. The 96 is critical for crossitow access in metro-absent areas Ral-Service Base Glover Park research with descard reflex with the service of the VD, MA, with some inter clocal to absent areas Ral-Service Base Glover Park research with the Service of the VD, MA, MA (Service SUBARTES) to bus service to bugott Clical Service Montanting weeked service for the VD, MA, MA (Service SUBARTES) to bus service (Service VD, WA, MA, MC, WA, SUBARTES) to bus service (Service VD, MA, MC, WA, SUBARTES) to bus service (Service VD, WA, MA, WA, SUBARTES) to bus service (Service VD, WA, WA, SUBARTES) to bus service (Service VD, WA, SUBARTES) to bus service VD, WA, WA, SUBARTES) to bus service VD, WA, WA, SUBARTES) to bus service VD, WA, WA, SUBARTES, ND, WA, SUBART		
bucks/metro vehicles. Decision: The dis incitation of construmt access in metro-absent areas her dis incitation of boyen Trait. The 96 is critical for construmt access in metro-absent areas her dis incitation to buyon Crite de rodor's apointments, or to take there dine. In addition, she of born tarvel to buyon Crite de rodor's apointments, or to take there dine. In addition, turting weekend service for the X2, M4, and M5 buses GUAANTTES ho bus service to Dupon Crite de MAS, why do you propose restricting the 35 bus to the stops between Friendbilly heights and for to stops of the distribution o		
The d2 scritclait to clover Park. The 96 is citical for crosstown access in metro-absent areas: a 6 Glover Park reduint who doesn't whice, eliminating the D2 bus voide de CATARTORHIC for neg- since 1 often travel to Dupont Circle for doctor's appointments, or to take the red line. In addition, cutting weeknd service for the 8.1, W. and Mo buss CallbackATTES in to bus wrice to Dupont Circle May, Why do you propose restricting the 33 bus to the stops between Friendbilp Heights and Foggy Bottom when the 31 bus service vowers that same limited corted? 8 weliminating the 06 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commutes to transfer to the Metro whether they want to or not. If Metro TRUV wants to as we money, th can start by arresting and prosecuting passengers who jump over the turnstlies in the Metro, and who bard Metrobusses without paying therif are. Equipment of the Metro whether they wants to or not. If Metro TRUV wants to as we money, the answer the bill for metro in on connecting and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will kae public transit and put more cars on the root and at workers usch as grocery store employees using the bus. Eliminating routes will actually make it less likely that they for the Diff or metro in all conconneits effect of what the city is trying to do. DC, Mavyland, and Virginia need to make contributions to adequately fund metro tags. Hease keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NV. It is uary to cut this route on that are eliminated with much less catastrophic to possible starts and belies and always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to not have refers that can be eliminated with much less catastrophic to doctor' fiftes and Ma bus service e eliminated. If this proves		Operating Budget Management and Spending
As a Glover Park resident who doesn't drive, eliminating the D2 bus would be CATASTROPHIC for me, since 1 often tarel to Dupont Circle for doctor's appointments, or to take there file. In addition, cutting weekend service for the X2, M4, and K6 buses GUAANTEES to bus service to Dupon Circle M4, bus and weekend service for the X2, M4, and K6 buses GUAANTEES to bus service to Dupon Circle M4, bus and the 20 bus of the Circle V4, M4 may with constorm travel, which forces commuters to transfer to the M4tro whether they want to or not. If Metro TRULY wants to save more, to tran star by arresting and prosecuting passengers who purposes to return to the Metro and who board Metrobuses without paying their fare. Ges USDOT to provide more funding. The fields are pupplies to return star being the display to the Situ Situ Serve harder to reach areas as well as arrelies that cut and save and a groom strong to thus Situ Situ Situ Serve harder to reach areas as well as a arrelies that cut and save and a groom strong to thus Situ Situ Situ Situ Situ Situ Situ Situ		
since 1 often travel to Dupont Circle for doctor's appointments, or to take the red line. In addition, cutting weeking device for the 2X, Na, And Nb buse ClANATTES no bus service to Dupont Circle Also, why dy you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus alrady covers that same lineter or outc? Height mining the D6 bus AND cutting service to the 31 bus alrady covers that same lineter or outc? Height mining the D6 bus AND cutting service to the 31 bus alrady covers that same lineter outc? By diministing the D6 bus AND cutting service to the 31 bus alrady covers that same lineter outc? By diministing the D6 bus AND cutting service to the 31 bus alrady covers that same lineter outc? By diministing the D6 bus AND cutting service to the 31 bus alrady covers that same linet or outc? Height BUS AND cutting service to the 31 bus alrady covers that same linet or outc? Height BUS AND cutting service to the 31 bus alrady covers that same linet or outce the transition of the form error in my ophion. To are proposing to cut bus rotes that serve harder to reach areas as well as arteries that cut across the dry. The seen kids riding the bus Eliminating routes will actuately make it fess likely that be popel will alse public transit and put more cars on the rady, which is the opposite effect of what the diry is trying to G. C. Marylada, and ting in end to and when the scatarophic transit. By Error busses more often to get to school and work as the rail does not always reach where I need to go. The busses are wy height form compared to the ality, but wall prefer the Grean and bus as arroice Lineter outcut and wark to see the service continue and in fact improve. Bus Service Lineter outcut and metrobus and wark to see the service continue and in fact improve. Bus Service Lineter and the steplice continue and in fact improve. Bus Service Lineter and that services, if the AA to longer transit, but would prefer Grean and in fact improve for to doctor' offices and the ser		
cutting weekend service for the N2, N4, and N6 buies GUARANTEEs no bus service to Dupont Circlel MS, why do you propose restricting MB 30 us to the stops between Friendhip Heights and Foggy Bettom when the 31 bus stared covers that same limited route 79 yellminating the D6 bus AND cutting service to the 31 bus, you are diffectively doing away with crossom travely, which foresom travely, bhich foresom commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, to an star bar are resting and prosecuting gassengers who jump over the turnstis in the Metro, and who board Metrobuses without paring their fare. Bus Service GUISDOT to provide more funding. The fefs are publing for more employees to return to the office to hey should foot the buil for metro in my opinion. Capital Budget Guist are proposing the bus, Bitmingtor more smill actively make it less like that see pole will alse public transit and put more cans on the nead, which is the opposite effect of what the chross that rouge to the structure that would profer the Green and Red tare structure to the and the only one that hundred of fikus use to get to schools all over NW. It is user structure to a dual want to see the service continue and in fact improve. Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Built should not in the only one that hundred of fikus use to get to schools all over NW. It is user start observe relevants user that an be eliminated with much less catastrophic transitions to a hare relevant which is the opposite effect of what the cate metrobus and want to see the service continue and in fact improve. Bus Service Bus Service Bus Service		
Jack, why doy up propose restricting the 33 bus to the stops between Friendship Heights and Foggy Image: Comparison of the 33 bus already covers that same limited route? by eliminating the DS box ND bus to based Metrobuses without paying ther fare. Bus Service bus based Metrobuses without paying ther fare. Bus Service bus to date without paying ther fare. Bus Service bus based Metrobuses without paying ther fare. Bus Service bus to date without paying ther fare. Bus Service bus to any there without paying ther fare. Bus Service bus to any there without paying the sub service to read areas as well as arteries that cut across Capital Budget bus targ process reprojeves using the bus. Eliminating routes will actually make it less likely that be poptie the bus. Eliminating routes will actually make it less likely that be poptie the bus. Eliminating routes will actually make it less likely that be poptie the bus furning routes will actually make it less likely that the poptie the fare on advec on the process to advecase it less for the advector will reprodue to advecase it less for the advector will reprodue the service bus to advecase it less for the service bus to advecase it less for the service bus to advecase it less for the ear others that can be eliminated with much less catastrophic Bus Service Use on the bus are advectors and wart to see the service continue and in fact improve. Bus Service Use on thave reduced service as they are aliready packed petry of the bave n	Isince I often travel to Dupont Circle for doctor's appointments, or to take the red line. In addition,	
betom when the 31 bus aready covers that same limited route 7 by eliminating the DS bus AUC commuters to transfer to the Also vy our effectively doing away with corson travel, which forces commuters to transfer to the Also vy our effectively doing away with corson travel, which forces to be add Metodows without paying their fare. Bus Service Bus Service Capital Budget Capital Budget Capi	since I often travel to Dupont Circle for doctor's appointments, or to take the red line. In addition, cutting weekend service for the N2. N4. and N6 buses GUARANTEES no bus service to Dupont Circle!	
cutting service to the 33 bus, you are effectively doing away with crostown travel, which forces commutes to transfer to the Metro whether they want to or nut. If Metro TRULY wants to save money, which more employees to return to the offection of the save publies of the metro in my opinion. Bus Service Capital Budget Bus Service	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle!	
t an star by aresting and prosecuting passengers who jump over the turnstiles in the Metro, and who bard Metrohuse without appring their fare. Bus Service Bus Ser		
who bad? Metrobuses without paying ther fare. Bus Service Gat USDOT to provide more funding. The feds are pushing for more employes to return to the office, so they should foot the bill for metro in my opinion. Capital Budget Tou are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the chy is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Bus Service Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is unave to cut this route - there are others that can be eliminated with much less catastrophic Bus Service Bus Service Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is unave to cut this route - there are eithers that can be eliminated with much less catastrophic Bus Service Bus Service Please keep the D6 route, it's the only one that hundreds of kids use to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would perfer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour. Bus Service Bus Service Bus Service Bus Service Eliminating to LC How How Less on the only which is service sellmated. (Thi no longe the able to got Sibley Hopsital for doctors' offices along the Wisconsin Avenue corridor, (II no long	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy	
Get USDOT to provide more funding. The fields are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. Capital Budget Capital Budget C	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces	
so they should foot the bill for metric in my opinion. Capital Budget You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. Pre-seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the read, which is the opposite effect of what the transit. Bus Service Please keep the D6 route, "Is the only one that hundreds of kids use to get to schools all over NW. It is uncovere ince for families. Bus Service Used metro buses more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpfil for me compared to the rails, but would prefer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and lines to not have reduced services as they are already packed pretty often between Shaw-Howard and longe Park, specially during runs, the and no populated by senior citizens and other setvings on sch services. If the G a longer runs, have no way of accessing the during this set and M bus services would strand a metrice neighborhood populated by senior citizens and other neessities of the M bus services more got set to do linger be able to got Shale y hoststal for doctors' offices along the Wisconsin Avenue corridor, I'll no long be able to ride farther into Maryland for orther neessities If the M bus is not only an affordable convenience but also an important amenity that, undoubtely, assures my independence. The possibility of being stranded in a negliforhood the into especially walkable on groces stores, to drag store, to the lineary and community center, and to a restaurant is unthinkable and frigh	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money,	
You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. 1/Pe seen kids riding the bus getting to school (metro rail not convenient) and service workers used as grocers yot eemployees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. OC, Mayland, and Virginia need to make contributions to adequately fund metro transit. Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is uaray to cut this route there are others that can be eliminated with much less catastrophic users to cut this route there are others that can be eliminated with much less catastrophic uses the sets more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour. Bus Service Eliminating bus E 4 and M4 bus service would strand an entire neighborhood oppulated by senior citcares and others relying on such services. If the E4 no longer runs, I have no way of accessing the Findship station, which is either a destination or a transfer point and is to for far to walk from my house, particularly in cold or inclement weather. If this service is eliminated, II no longer be able to get to doctors' appointments, etc. Riding a bus is not only an affordable convenience but also an important amenickly, assures my indegendence. The possibility for being stranded in a neighborhood that is not especially walkable to grocery stores, to drug stores, to the library and community center, and to a restaurant is unthinkable and frightening. The weather isn's always ingratiating and trying to naviget the pawerent to these places can be time-consuming, s	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces	Bus Service
the city. I/ve seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the result of the adve that on the road which is the opposite effect of what the result of the adve that on the road which is the opposite effect of what the result of the road water of the road water of the road water of the road water of the road will be adve to adve the result of the road water of the result of the road water of the road wateroad water of the road water of the	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and	Bus Service
such as grocery store employees using the bus. Eliminating routes will actually make it less likely that eopole will take public transit and put more cars on the road, which is the opposite effect of what the people will take public transit and put more cars on the road, which is the opposite effect of what the people will take public transit and put more cars on the road, which is the opposite effect of what the people will take public transit and put more cars on the road, which is the opposite effect of what the people will take public transit and put more cars on the road, which is the opposite of the Service Bus Servi	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare.	
eeople will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Bus Service Please keep the DF orute, it's the only one that hundreds of kids use to get to schools all over NW. It is unacy to cut this route - there are others that can be eliminated with much less catastrophic to convenience for families. Bus Service Used metro buses more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour. Bus Service Eliminating bus E4 and M4 bus service would strand an entire neighborhood populated by senior citteres and others relying on such services. If the E4 no longer runs, I have no way of accessing the Friendship station, which is either a destination or a transfer point and is too far too walk from my house, particularly in cold or inclement weather. If this service is eliminated, I'll no longer be able to get to doctors' offices along the Wusconsin Avenue corridor, I'll no longe be able to get to doctors' offices along the Musconsin Avenue corridor, I'll no longe be able to get to solve in during abus is not only an affordable convenience but also an mportant amenity that, undoubtedly, assures my independene. The possibility of being stranded in a neighborhood that is not especially walkable to grocer stores, to drug stores, to the library and community center, and to a restaurant is unthinkable and frighting in. The veather is in taways ingratiating and trying to avigate the pavement to these places can be time-consuming, straneous, and dangerous. How is WMATA improving the quality of life by removing opportunites to be memoving the M4 route would dramatically increase cartraffic in upper northwest as its th	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office,	
city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Bus Service Bus Ser	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion.	
transit. Bus Service Please keep the D6 route, it's the only one that hundreds of kids use to achools all over NW. It is unary to cut this route there are others that can be eliminated with much less catastropic Bus Service Please keep the D6 route, it's the only one that hundreds of kids use to achools all over NW. It is unary to cut this route there are others that can be eliminated with much less catastropic Bus Service I used metro buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and Bus Service Bus Service College Park, sepcially during rush hour. Bus Service Bus Service I use metrorail and metrobus and want to see the service continue and in fact improve. Bus Service Bus Service Eliminating bus E4 and M4 bus service would strand an entire neighborhood populated by senior Bus Service Bus Service Citzens and others relying on such services. If the E4 no longer the able to a facessing the Friendship station, which is either adestinated, 'III no longer be able to go to Sibley Hospital for doctors' appointments, etc. Riding a bus is eliminated, 'III no longer be able to go to Sibley Hospital for doctors' appointments, etc. Riding a bus is eliminated, 'III no longer be able to go to Sibley Hospital for doctors' appointments, etc. Riding a bus is eliminated, 'III no longer be able to go to Sibley Hospital for doctors' appointments, etc. Riding a bus is eliminated, 'III no longer be able to a degreentent and, therefore, productive while 'aging in place''	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across	
Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is unacy to cut this route - there are others that can be eliminated with much less catastrophic inconvenience for families. Bus Service I used metro buses more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red to go. The service is a releady packed prety often between Shaw-Howard and Bus Service Bus Service College Park, especially during rush hour. Bus Service Bus Service Use metrorail and metrobus and want to see the service continue and in fact improve. Bus Service Bus Service Bus Service Priendship station, which is either a destination or a transfer point and is too far to walk from my house, particularly in cold or inclement weather. If this service is eliminated, I'll no longer be able to get to doctors' offices along the Wisconsin Avenue corridor, I'll no longer be able to get to doctors' offices along the Wisconsin Avenue corridor, the possibility of being stranded in a neighborhood that is not especially walkable to grocery stores, to drug stores, to the library and community center, and to a restauran	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. I?ve seen kids riding the bus getting to school (metro rail not convenient) and service workers	
unacy to cut this route there are others that can be eliminated with much less catastrophic inconvenience for families. Bus Service used metro buses more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour. Bus Service Use metroral and metrobus and want to see the service continue and in fact improve. Bus Service Eliminating bus E4 and M4 bus service would strand an entire neighborhood populated by senior citizens and others relying on such services. If the E4 no longer runs, I have no way of accessing the Friendship station, which is either a destination or a transfer point and is to far too walk from my house, particularly in cold or inclement weather. If this service is eliminated, I'll no longer be able to got to Sibley Hospital for doctors' appointments, etc. Riding a bus is not only an affordable convenience but also an important amenity that, undoubtedly, assures my independence. The possibility of being stranded in a neighborhood that is not especially walkable and frightening. The weather isn't always ingratiating and trying to navigate the pavement to these places can be time-consuming, strenuous, and dangerous. How is WATA improving the quality of like by removing opportunities to be independent and, therefore, productive while 'aging in place?' Bus Service Bus Service Bus Service Bus Service	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. I?ve seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro	Capital Budget
inconvenience for families. Bus Service used metro buses more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour. Bus Service Use metrorial and metrobus and want to see the service continue and in fact improve. Bus Service Eliminating bus E4 and M4 bus services would strand an entire neighborhood populated by senior citizens and others relying on such services. If the E4 no longer runs, I have no way of accessing the Friendship station, which is either a destination or a transfer point and is too far too walk from my house, particularly in cold or inclement weather. If this service is eliminated, I'll no longer be able to got to slibley Hospital for doctors' appointments, etc. Riding a bus is not only an affordable convenience but also an important amenity that, undoubtedly, assures my independence. The possibility of being stranded in a neighborhood that is not especially walkable to grocery stores, to the library and community center, and to a restaurant is untinkable and frightening. The weather isn't always ingratiating and trying to navigate the pavement to these places can be time-consuming, strenuous, and dangerous. How is WMATA improving the quality of life by removing opportunities to be independent and, therefore, productive while 'aging in place?' Bus Service Removing the M4 route would dramatically increase car traffic in upper northwest as it is the only source of transpiration to lackson Reed and Deal. It would also or use mitory is to it a a 2.5mile walk from th 3 neighborhood to either friendship or tenley. So cutting he bus route would Bus Se	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. 17e seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit.	Capital Budget
 used metro buses more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour. Bus Service Bus Ser	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. I?ve seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is	Capital Budget
to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour. Bus Service Use metrorial and metrobus and want to see the service continue and in fact improve. Bus Service Eliminating bus E4 and M4 bus service would strand an entire neighborhood populated by senior citizens and others relying on such services. If the E4 no longer runs, I have no way of accessing the Friendship station, which is either a destination or a transfer point and is too far too walk from my house, particularly in cold or inclement weather. If this service is eliminated, I'll no longer be able to get to doctors' offices along the Wisconsin Avenue corridor, I'll no longer be able to got to Sibley Hospital for doctors' appointments, etc. Riding a bus is not only an affordable convenience but also an important amenity that, undoubtedly, assures my independence. The possibility of being stranded in a neighborhood that is not especially walkable to grocery stores, to drug stores, to the library and community center, and to a restaurant is unthinkable and frightening. The weather isn't always ingratiating and trying to navigate the pavement to these places can be time-consuming, strenuous, and dangerous. How is WMATA improving the quality of life by removing opportunities to be independent and, therefore, productive while 'aging in place?' Bus Service Removing the M4 route would dramatically increase car traffic in upper northwest as it is the only source of transpiration to Jackson Reed and Deal. It would also eliminate our ability to use metro since it is a 2.5mile walk from th3 neighborhood to either friendship or tenley. So cutting he bus route would	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. I?ve seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is lunacy to cut this route there are others that can be eliminated with much less catastrophic	Capital Budget Bus Service
lines to not have reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour. I use metrorail and metrobus and want to see the service continue and in fact improve. Eliminating bus E4 and M4 bus service would strand an entire neighborhood populated by senior citizens and others relying on such services. If the E4 no longer runs, I have no way of accessing the Friendship station, which is either a destination or a transfer point and is too far too walk from my house, particularly in cold to rinclement weather. If this service is eliminated, I'll no longer be able to get to doctors' offices along the Wisconsin Avenue corridor, I'll no longer be able to go to Sibley Hospital for doctors' appointments, etc. Riding a bus is not only an affordable convenience but also an neighborhood that is not especially walkable to grocery stores, to drug stores, to the library and community center, and to a restaurant is unthinkable and frightening. The weather is n't always ingratiating and trying to navigate the pavement to these places can be time-consuming, strenuous, and dangerous. How is WMATA improving the quality of life by removing opportunities to be independent and, therefore, productive while 'aging in place?' Removing the M4 route would dramatically increase car traffic in upper northwest as it is the only source of transpiration to Jackson Reed and Deal. It would also eliminate our albility to use metro since it is a 2.5mile walk from th3 neighborhood to either friendship or tenley. So cutting he bus route would	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. I?ve seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is lunacy to cut this route there are others that can be eliminated with much less catastrophic inconvenience for families.	Capital Budget Bus Service
College Park, especially during rush hour. Bus Service Luse metrorial and metrobus and want to see the service continue and in fact improve. Bus Service Eliminating bus E4 and M4 bus service would strand an entire neighborhood populated by senior Bus Service citizens and others relying on such services. If the E4 no longer runs, I have no way of accessing the Friendship station, which is either a destination or a transfer point and is too far too walk from my house, particularly in cold or inclement weather. If this service is eliminated, I'll no longe be able to get to doctors' offices along the Wisconsin Avenue corridor, I'll no longe be able to got to Sibley Hospital Friendship station, which is either a destination or a transfer point and is too far too walk from my house, particularly in cold or inclement weather. If this service is eliminated, I'll no longe be able to got to Sibley Hospital Friendship station, which is either a destination or a transfer point and is too far too walk from my mouth and the service. The possibility of being stranded in a neighborhod that is not especially walkable to grocery stores, to the library and community center, and to a restaurant is unthinkable and frightening. The weather isn't always ingratiating and trying to navigate the pavement to these places can be time-consuming, strenuous, and dangerous. How is WMATA improving the quality of life by removing opportunities to be independent and, therefore, productive while 'aging in place?' Bus Service Removing the M4 route would dramatically increase car traffic in upper northwest as it is the only source of transpiration to Jackson Reed and Deal. It would also eliminate our ability to use metro since ti is a 2.5mile walk from th3 neighborhoo	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. 17e seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is lunacy to cut this route there are others that can be eliminated with much less catastrophic inconvenience for families. I used metro buses more often to get to school and work as the rail does not always reach where I need	Capital Budget Bus Service
use metrorail and metrobus and want to see the service continue and in fact improve. Bus Service Eliminating bus E4 and M4 bus service would strand an entire neighborhood populated by senior Bus Service citizens and others relying on such services. If the E4 no longer runs, I have no way of accessing the Friendship station, which is either a destination or a transfer point and is too far too walk from my house, particularly in cold or inclement weather. If this service is eliminated, I'll no longe be able to get to doctors' offices along the Wisconsin Avenue corridor, I'll no long be able to got to Sibley Hospital Maryland for other necessities. If the M4 bus is not only an affordable convenience but also an important amenity that, undoubtedly, assures my independence. The possibility of being stranded in a neighborhood that is not especially walkable to grocery stores, to drug stores, to the library and Bus Service and dangerous. How is WMATA improving the quality of life by removing opportunities to be imdependent and, therefore, productive while 'aging in place?' Bus Service Removing the M4 route would dramatically increase car traffic in upper northwest as it is the only source of transpiration to Jackson Reed and Deal. It would also eliminate our ability to use metro since Bus Service	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. I?ve seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is lunacy to cut this route there are others that can be eliminated with much less catastrophic inconvenience for families. I used metro buses more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red	Capital Budget Bus Service
Eliminating bus E4 and M4 bus service would strand an entire neighborhood populated by senior citizens and others relying on such services. If the E4 no longer runs, I have no way of accessing the Friendship station, which is either a destination or a transfer point and is too far too walk from my house, particularly in cold or inclement weather. If this service is eliminated, I'll no longer be able to get to doctors' offices along the Wisconsin Avenue corridor, I'll no longer be able to got os bibley Hospital for doctors' appointments, etc. Riding a bus is not only an affordable convenience but also an important amenity that, undoubtedly, assures my independence. The possibility of being stranded in a neighborhood that is not especially walkable to grocery stores, to drug stores, to the library and community center, and to a restaurant is unthinkable and frightening. The weather isn't always ingratiating and trying to navigate the pavement to these places can be time-consuming, strenuous, and dangerous. How is WMATA improving the quality of life by removing opportunities to be independent and, therefore, productive while 'aging in place?' Removing the M4 route would dramatically increase car traffic in upper northwest as it is the only source of transpiration to Jackson Reed and Deal. It would also eliminate our ability to use metro since it is a 2.5mile walk from th3 neighborhood to either friendship or tenley. So cutting he bus route would	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. I?ve seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is lunacy to cut this route there are others that can be eliminated with much less catastrophic inconvenience for families. I used metro buses more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and	Capital Budget Bus Service Bus Service
citizens and others relying on such services. If the E4 no longer runs, I have no way of accessing the Friendship station, which is either a destination or a transfer point and is too far too walk from my house, particularly in cold or inclement weather. If this service is eliminated, I'll no longer be able to get to doctor' offices along the Wisconsin Avenue corridor, I'll no longer be able to got to Sibley Hospital for doctors' appointments, etc. Riding a bus is not only an affordable convenience but allso an important amenity that, undoubtedly, assures my independence. The possibility of being stranded in a neighborhood that is not especially walkable to grocery stores, to drug stores, to the library and community center, and to a restaurant is unthinkable and frightening. The weather isn't always ingratiating and trying to navigate the pavement to these places can be time-consuming, strenuous, and dangerous. How is WMATA improving the quality of life by removing opportunities to be independent and, therefore, productive while 'aging in place?' Removing the M4 route would dramatically increase car traffic in upper northwest as it is the only source of transpiration to Jackson Reed and Deal. It would also eliminate our ability to use metro since it is a 2.5mile walk from th3 neighborhood to either friendship or tenley. So cutting he bus route would	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. I?ve seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is lunacy to cut this route there are others that can be eliminated with much less catastrophic inconvenience for families. I used metro buses more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour.	Capital Budget Bus Service Bus Service Bus Service
Friendship station, which is either a destination or a transfer point and is too far too walk from my house, particularly in cold or inclement weather. If this service is eliminated, I'll no longer be able to get to doctors' offices along the Wisconsin Avenue corridor, I'll no longer be able to go to Sibley Hospital for doctors' appointments, etc. Riding a bus is not only an affordable convenience but also an important amenity that, undoubtedly, assures my independence. The possibility of being stranded in a neighborhood that is not especially walkable to grocery stores, to drug stores, to the library and community center, and to a restaurant is unthinkable and frightening. The weather isn't always independent and, therefore, productive while 'aging in place?' Removing the M4 route would dramatically increase car traffic in upper northwest as it is the only source of transpiration to Jackson Reed and Deal. It would also eliminate our ability to use metro since it is a 2.5mile walk from th3 neighborhood to either friendship or tenley. So cutting he bus route would	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. 17ve seen kids riding the bus, Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is lunacy to cut this route - there are others that can be eliminated with much less catastrophic inconvenience for families. I used metro buses more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour.	Capital Budget Bus Service Bus Service Bus Service
house, particularly in cold or inclement weather. If this service is eliminated, I'll no longer be able to get to doctors' offices along the Wisconsin Avenue corridor, I'll no long be able to ride farther into Maryland for other necessities. If the M4 bus is eliminated, I'll no longer be able to go to Sibley Hospital for doctors' appointments, etc. Riding a bus is not only an affordable convenience but also an important amenity that, undoubtedly, assures my independence. The possibility of being stranded in a neighborhood that is not especially walkable to grocery stores, to drug stores, to the library and community center, and to a restaurant is unthinkable and frightening. The weather isn't always ingratiating and trying to navigate the pavement to these places can be time-consuming, strenuous, and dangerous. How is WMATA improving the quality of life by removing opportunities to be independent and, therefore, productive while 'aging in place?' Removing the M4 route would dramatically increase car traffic in upper northwest as it is the only source of transpiration to Jackson Reed and Deal. It would also eliminate our ability to use metro since it is a 2.5mile walk from th3 neighborhood to either friendship or tenley. So cutting he bus route would	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. I?ve seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is lunacy to cut this route there are others that can be eliminated with much less catastrophic inconvenience for families. I used metro buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour. Luse metrorail and metrobus and want to see the service continue and in fact improve.	Capital Budget Bus Service Bus Service Bus Service
to doctors' offices along the Wisconsin Avenue corridor, I'll no long be able to ride farther into Maryland for other necessities. If the M4 bus is eliminated, I'll no longer be able to go to Sibiley Hospital for doctors' appointments, etc. Riding a bus is not only an affordable convenience but also an important amenity that, undoubtedly, assures my independence. The possibility of being stranded in a neighborhood that is not especially walkable to grocery stores, to the library and community center, and to a restaurant is unthinkable and frightening. The weather isn't always ingratiating and trying to navigate the pavement to these places can be time-consuming, strenuous, and dangerous. How is WMATA improving the quality of life by removing opportunities to be independent and, therefore, productive while 'aging in place?' Removing the M4 route would dramatically increase car traffic in upper northwest as it is the only source of transpiration to Lackson Reed and Deal. It would also eliminate our ability to use metro since it is a 2.5mile walk from th3 neighborhood to either friendship or tenley. So cutting he bus route would	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. I?ve seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is lunacy to cut this route there are others that can be eliminated with much less catastrophic inconvenience for families. I used metro buses more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour. I use metrorail and metrobus and want to see the service continue and in fact improve. Eliminating bus E4 and M bus services. If the E4 no longer runs, I	Capital Budget Bus Service Bus Service Bus Service
Maryland for other necessities. If the M4 bus is eliminated, I'll no longer be able to go to Sibley Hospital for doctors' appointments, etc. Riding a bus is not only an affordable convenience but also an important amenity that, undoubtedly, assures my independence. The possibility of being stranded in a heighborhood that is not especially walkable to grocery stores, to drug stores, to the library and community center, and to a restaurant is unthinkable and frightening. The weather isn't always ingratiating and trying to navigate the pavement to these places can be time-consuming, strenuous, and dangerous. How is WMATA improving the quality of life by removing opportunities to be independent and, therefore, productive while 'aging in place?' Removing the M4 route would dramatically increase car traffic in upper northwest as it is the only source of transpiration to Jackson Reed and Deal. It would also eliminate our ability to use metro since it is a 2.5mile walk from th3 neighborhood to either friendship or tenley. So cutting he bus route would	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. 17e seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is lunacy to cut this route there are others that can be eliminated with much less catastrophic inconvenience for families. I used metro buses more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour. I use metrorail and metrobus and want to see the service continue and in fact improve. Eliminating bus E4 and M4 bus services. If the E4 no longer runs, I	Capital Budget Bus Service Bus Service Bus Service
for doctors' appointments, etc. Riding a bus is not only an affordable convenience but also an important amenity that, undoubtedly, assures my independence. The possibility of being stranded in a neighborhood that is not especially walkable to grocery stores, to the library and community center, and to a restaurant is unthinkable and frightening. The weather isn't always ingratiating and trying to navigate the pavement to these places can be time-consuming, strenuous, and dangerous. How is WMATA improving the quality of life by removing opportunities to be independent and, therefore, productive while 'aging in place?' Bus Service Removing the M4 route would dramatically increase car traffic in upper northwest as it is the only source of transpiration to Jackson Reed and Deal. It would also eliminate our ability to use metro since it is a 2.5mile walk from th3 neighborhood to either friendship or tenley. So cutting he bus route would	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. 1?ve seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is lunacy to cut this route there are others that can be eliminated with much less catastrophic inconvenience for families. I used metro buses more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour. I use metrorail and metrobus and want to see the service continue and in fact improve. Eliminating bus E4 and M4 bus services. If the E4 no longer runs, I	Capital Budget Bus Service Bus Service Bus Service
important amenity that, undoubtedly, assures my independence. The possibility of being stranded in a heighborhood that is not especially walkable to grocery stores, to the library and community center, and to a restaurant is unthinkable and frightening. The weather isn't always ingratiating and trying to navigate the pavement to these places can be time-consuming, strenuous, and dangerous. How is WMATA improving the quality of life by removing opportunities to be independent and, therefore, productive while 'aging in place?' Removing the M4 route would dramatically increase car traffic in upper northwest as it is the only source of transpiration to Jackson Reed and Deal. It would also eliminate our ability to use metro since it is a 2.5mile walk from th3 neighborhood to either friendship or tenley. So cutting he bus route would	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. I?ve seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is lunacy to cut this route – there are others that can be eliminated with much less catastrophic inconvenience for families. I used metro buses more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour. I use metrorail and metrobus and want to see the service continue and in fact improve. Eliminating bus E4 and M4 bus services. If the E4 no longer runs, I	Capital Budget Bus Service Bus Service Bus Service
neighborhood that is not especially walkable to grocery stores, to thu gistores, to the library and community center, and to a restaurant is unthinkable and frightening. The weather isn't always ingratiating and trying to navigate the pavement to these places can be time-consuming, strenuous, and dangerous. How is WMATA improving the quality of life by removing opportunities to be independent and, therefore, productive while 'aging in place?' Bus Service Removing the M4 route would dramatically increase car traffic in upper northwest as it is the only source of transpiration to Jackson Reed and Deal. It would also eliminate our ability to use metro since it is a 2.5mile walk from th3 neighborhood to either friendship or tenley. So cutting he bus route would	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. I?ve seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is lunacy to cut this route there are others that can be eliminated with much less catastrophic inconvenience for families. I used metro buses more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour. I use metrorail and metrobus and want to see the service continue and in fact improve. Eliminating bus E4 and M4 bus service. If the E4 no longer runs, I	Capital Budget Bus Service Bus Service Bus Service
community center, and to a restaurant is unthinkable and frightening. The weather isn't always ingratiating and trying to navigate the pavement to these places can be time-consuming, strenuous, and dangerous. How is WMATA improving the quality of life by removing opportunities to be independent and, therefore, productive while 'aging in place?' Bus Service Bus Service Bus Service it is a 2.5mile walk from th3 neighborhood to either friendship or tenley. So cutting he bus route would	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. 17e seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is lunacy to cut this route there are others that can be eliminated with much less catastrophic inconvenience for families. I used metro buses more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour. I use metrorail and metrobus and want to see the service continue and in fact improve. Eliminating bus E4 and M4 bus service would strand an entire neighbo	Capital Budget Bus Service Bus Service Bus Service
ingratiating and trying to navigate the pavement to these places can be time-consuming, strenuous, and dangerous. How is WMATA improving the quality of life by removing opportunities to be independent and, therefore, productive while 'aging in place?' Bemoving the M4 route would dramatically increase car traffic in upper northwest as it is the only source of transpiration to Jackson Reed and Deal. It would also eliminate our ability to use metro since it is a 2.5mile walk from th3 neighborhood to either friendship or tenley. So cutting he bus route would	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. 1?ve seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is lunacy to cut this route there are others that can be eliminated with much less catastrophic inconvenience for families. Lused metro buses more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour. Luse metrorail and metrobus and want to see the service continue and in fact improve. Eliminating bus E4 and M4 bus services would strand an entire neighbo	Capital Budget Bus Service Bus Service Bus Service
and dangerous. How is WMATA improving the quality of life by removing opportunities to be independent and, therefore, productive while 'aging in place?' Bus Service Removing the M4 route would dramatically increase car traffic in upper northwest as it is the only source of transpiration to Jackson Reed and Deal. It would also eliminate our ability to use metro since it is a 2.5mile walk from th3 neighborhood to either friendship or tenley. So cutting he bus route would	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. 17ve seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is lunacy to cut this route there are others that can be eliminated with much less catastrophic inconvenience for families. I used metro buses more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour. I use metrorail and metrobus and want to see the service continue and in fact improve. Eliminating bus E4 and M4 bus service would strand an entire neighb	Capital Budget Bus Service Bus Service Bus Service
independent and, therefore, productive while 'aging in place?' Bus Service Removing the M4 route would dramatically increase car traffic in upper northwest as it is the only source of transpiration to Jackson Reed and Deal. It would also eliminate our ability to use metro since it is a 2.5mile walk from th3 neighborhood to either friendship or tenley. So cutting he bus route would	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. 17e seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is lunacy to cut this route there are others that can be eliminated with much less catastophic inconvenience for families. I used metro buses more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to no thave reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour. I use metrorail and metrobus and want to see the service continue and in fact improve. Eliminating bus E4 and M4 bus service. If the E4 no longer runs, I ha	Capital Budget Bus Service Bus Service Bus Service
Removing the M4 route would dramatically increase car traffic in upper northwest as it is the only source of transpiration to Jackson Reed and Deal. It would also eliminate our ability to use metro since it is a 2.5mile walk from th3 neighborhood to either friendship or tenley. So cutting he bus route would	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. 1/ve seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is lunacy to cut this route there are others that can be eliminated with much less catastrophic inconvenience for families. Lused metro buses more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour. Luse metrorail and metrobus and want to see the service continue and in fact improve. Eliminating bus E4 and M4 bus service would strand an entire neighbor	Capital Budget Bus Service Bus Service Bus Service
source of transpiration to Jackson Reed and Deal. It would also eliminate our ability to use metro since it is a 2.5mile walk from th3 neighborhood to either friendship or tenley. So cutting he bus route would	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. 1 ve seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is lunacy to cut this route there are others that can be eliminated with much less catastrophic inconvenience for families. I used metro buses more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour. I use metrorail and metrobus and want to see the service continue and in fact improve. Eliminating fub US 4 and M4 bus service would strand an entire neig	Capital Budget Bus Service Bus Service Bus Service Bus Service
it is a 2.5mile walk from th3 neighborhood to either friendship or tenley. So cutting he bus route would	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. 1/ve seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is lunacy to cut this route there are others that can be eliminated with much less catastrophic inconvenience for families. Used metro buses more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour. Luse metrorail and metrobus and want to see the service continue and in fact improve. Eliminating bus E4 and M4 bus service: would strand an entire neighbor	Capital Budget Bus Service Bus Service Bus Service Bus Service
	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. 17e seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is lunacry to cut this route there are others that can be eliminated with much less catastrophic inconvenience for families. I used metro buses more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to no thave reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour. I use metrorail and metrobus and want to see the service continue and in fact improve. Eliminating bus 64 and M4 bus services: If the E4 no longer runs, I	Capital Budget Bus Service Bus Service Bus Service Bus Service
uso jeoparate di e nedo incone. Das Seivite	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. 1?ve seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is lunacy to cut this route - there are others that can be eliminated with much less catastrophic inconvenience for families. I used metro buses more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour. I use metrorail and metrobus and want to see the service continue and in fact improve. Eliminating bus E4 and M4 bus service: Using a netword and in fact i	Capital Budget Bus Service Bus Service Bus Service Bus Service
	cutting weekend service for the N2, N4, and N6 buses GUARANTEES no bus service to Dupont Circle! Also, why do you propose restricting the 33 bus to the stops between Friendship Heights and Foggy Bottom when the 31 bus already covers that same limited route? By eliminating the D6 bus AND cutting service to the 33 bus, you are effectively doing away with crosstown travel, which forces commuters to transfer to the Metro whether they want to or not. If Metro TRULY wants to save money, it can start by arresting and prosecuting passengers who jump over the turnstiles in the Metro, and who board Metrobuses without paying their fare. Get USDOT to provide more funding. The feds are pushing for more employees to return to the office, so they should foot the bill for metro in my opinion. You are proposing to cut bus routes that serve harder to reach areas as well as arteries that cut across the city. 1/ve seen kids riding the bus getting to school (metro rail not convenient) and service workers such as grocery store employees using the bus. Eliminating routes will actually make it less likely that people will take public transit and put more cars on the road, which is the opposite effect of what the city is trying to do. DC, Maryland, and Virginia need to make contributions to adequately fund metro transit. Please keep the D6 route, it's the only one that hundreds of kids use to get to schools all over NW. It is lunacy to cut this route there are others that can be eliminated with much less catastrophic inconvenience for families. I used metro buses more often to get to school and work as the rail does not always reach where I need to go. The buses are very helpful for me compared to the rails, but would prefer the Green and Red lines to not have reduced service as they are already packed pretty often between Shaw-Howard and College Park, especially during rush hour. I use metrorail and metrobus and want to see the service continue and in fact improve. Eliminating bus E4 and M4 bus service would strand an entire neighb	Capital Budget Bus Service Bus Service Bus Service Bus Service Bus Service

Comment	Category
Bus routes such as the D2, D6, 33, and G2 are essential for many of those in Ward 2 without cars who	
need to enter downtown DC. I rely on the D6 for work and having the 33 & D6 cut would be	
devastating, crippling my ability to make a living. Cutting busses in areas where there is no Metrorail	
could be catastrophic for thousands of residents. I understand that Metro is doing the best it can with	
what it is budgeted, but please reconsider this proposal. Additionally, increasing parking costs and	
increasing the use of fare gates is much more preferable than cutting service.	Operating Budget, Management and Spending
Keep E line buses running so there is at least some bus service for Chevy Chase DC	Bus Service
Please do not eliminate the M4 and E4 bus lines! My family has used those lines consistently for nearly	
30 years, both to get to school and to commute. If anything, we would like INCREASED frequency of	
service, to include weekends. The construction of fields at Nebraska and Utah Aves by the Maret school	Due Canilan
only makes this all the more imperative. Thank you. I ride the G12 to and from Greenbelt Metro Station fairly frequently and sometimes to the New	Bus Service
Carrollton Metro Station. I'm especially concerned about the effect of the cut on evening service, which	
will mean considerably longer waits on the way back from Metrorail trips, an hour long after 6:30 p.m.	
when TheBus stops running. I have a car I can drive in lieu of the bus but many residents do not, and	
it'd increase my carbon footprint more than I care to if I have to drive more.	Bus Service
Please, please do not cut the M4 or E2 or E4 bus service. Thank you.	Bus Service
Please do not eliminate the R12 route there are so many of us in the berwyn/greenbelt/college park	
area that rely on it as the only way to get to the metro to continue our commute into DC. Please!	Bus Service
Cutting the D2, D6 as well as reducing the 31 & 33 is isolating a neighborhood as welll as directly	
affecting students abilities to get to school. Provide better service. More people will ride.	Bus Service
Why would you remove any of these routes? Get rid of frivolous spending on pickleball courts and	
helping more billionaire sports owners!	Bus Service
Portions of NW ward 3 will left w/no public transport if proposals proceed, leave D6 alone	Bus Service
Please do NOT get rid of the G2 bus route. I use that bus route often to get to Georgetown.	Bus Service
Please don?t get rid of the M4 or the E4!!!!	Bus Service
You are eliminating almost all service through Georgetown. Please explain and justify. if we are to have	
public service than both buses and trains must run even when ridership may dip. Perhaps reallocate	
budget to providing safe, efficient and widely available public transportation rather than expensive	
administrative costs.	Operating Budget, Management and Spending
The N2 N4 and N6 buses go past some of the largest apt buildings in the city. Only The Westchester and	
The Towers (just two of these buildings) have over a 1000 apts. In addition, the buses go through the	
middle of American Univeristy. This area has no Metrorail. Many people who live here do not drive due to age.	Bus Service
Things are outrageous prices from rent utilities to food don't no where folks are going to get it	Bus service Miscellaneous
The D2 bus route is the main way to get downtown for many in Glover Park neighborhood. The	wiscenarieous
proposed changes substantially increase commute time by going north to Tenley and add longer, more	
costly commutes to get downtown. Please consider keeping the D2.	Bus Service
Please please don?t take away the D6, it?s the only way I feel safe getting to and from work.	Bus Service
Please, please please do NOT cut the M4 bus line from McKinley and Conn. Ave NW to Friendship	
Heights. Its been in use for over 80 yrs. I use it and its my and thousands of other elderly folks only	
means of getting over to the Doctor's offices at Friendship Heights and Wisc. Ave NW . Also many	
students use that M4 line getting back & forth from school to home. PLEASE KEEP THE M4 SCHEDULE	
AS IT IS.tHAN YOU.	Bus Service
There are over 1700 students at Alice Deal Middle School and over 2000 students at Jackson-Reed High	
School. The M4 bus is their school bus. Sometimes the buses are so crowded that they skip over	
students waiting - my kids have had to wait for a 2nd, 3rd, and even 4th bus to get a ride home. The	
idea of eliminating the route is preposterous. Do you really want 1500 cars converging on 2 schools, a	
block apart, that open and close at the same time?! Chevy Chase will be a bus desert and the traffic on	
Nebraska Ave is already insane from the Maryland cars driving in and out. Similarly, Palisades stands to	
be a bus desert and they have a new MacArthur HS. Maybe you could have smaller, cheaper buses sort	
of like the size of Metro Access in the middle hours? But if we want people out of cars, we need	
reliable, frequent, and cheap buses.	Bus Service
Public transportation in a major city is a right. In a city where folks are encouraged to lessen their	
carbon footprint and avoid contributing to the country?s worst traffic, any move towards increasing	
fares or cutting service would be a tragedy. Leaders in this country fear countries with strong social services, and yet the cost of DC metro rivals that of the Copenhagen metro system. The only way	
forward is to DECREASE fares and INCREASE metro and bus services. You?re already building the Purple	
Line, why would you seriously consider cutting existing services?	Bus Service
I rely on the G12 bus to commute to and from work. Without the G12, many residents in the Greenbelt	
area would be without public access to the metro. The G 12 bus is crowded during the morning and	
afternoon commute and metro would leave many people stranded without the G12 bus, and many	
people would also lose their job for being unable to commute to work in a timely manner or at all if the	
G12 bus route is eliminated. The impact of eliminating G12 bus service would be dire for the residents	
of Greenbelt and surrounding communities. I would rather Metro increase fares than eliminate service.	
I urge you, please DO NOT eliminate G12 bus service. Thank you for your consideration.	Bus Service
I think it is terrible to cut any bus services. People need this service. Shame on Metro. Maybe find ways	
to stop people avoiding paying for the service. I have seem far too many times of people avoiding fare	
and bus drivers allowing it!! Now you are wanting to cut service because of your short fall for NOT	
STOPPING this fare avoidance. Maybe if you all would be proactive rather than turn a blinds eye to fare	
avoidance you all wouldn?t be in this situation and punishing the people who need this service and pay	
for it daily. SHAME ON YOU!!	Bus Service
Our neighborhood relies on the M4 for students to get to school and for residents in general to get to	
Metro (now only at Tenleytown) or to doctor appointments and shopping. We will have no way other	
than driving or Uber type arrangements to do these things. We have to have some sort of Metrobus	
service in our neighborhood> It's bad enough you got rid of the E6 bus that we used to get to	Rus Sanira
Friendship Heights where my doctors are. We moved here because of reasonable bus service. If the M4 is eliminated or route changed, we will no longer have a route from our neighborhood to the	Bus Service
Metro subway service. The E6 was eliminated during the pandemic and it is now a sever hardship for	
older residents to get to the Friendship Heights metro, grocery shopping and doctor appts. The fear is	
that we will no longer have any bus service through upper Northwest DC.	Bus Service
Fare dodging and jumping the metro gates is more frequent than I have ever seen it in the 20 years I've	
lived in DC. Downtown stations have added gate doors, but many stations have not. Gate doors or	
some other effort to stop fare dodging would also have a significant impact.	Fares/Fees/Parking
BZA approved zoning changes to 5901 Utah Ave NW #7, Washington, DC 20015 (Episcopol Center for	
Children) to allow Maret School to lease the 7acre field to build a sports facility. The local residents	
argued that this would be detrimental to the surrounding neignborhood that boarders the fields -	
especially traffic and parking. The BZA decision to approve was based on access to Metro services to	
help aviod parking and traffic issues. Metro, the BZA and our city leaders need to work together to	
understand the impact of these decisions on the people that live here and pay taxes.	Fares/Fees/Parking

Contract of the control of the contr		
Have the origination of the descent of the second of the s	Comment	Category
 be decision stepsize in the design stepsize in the second stepsize is the second step is t		
while his provem in out of memory should who were should and bener was been in and bener a was been in a second in		Due Camina
market of the start start of the start start of the		Bus Service
bits of the with own of with solution of the Solution o		
bit bit work and out of the size is a base base base base base base base b		
instructure Description Description instructure is instructure is instructure instructure </td <td>-</td> <td></td>	-	
This is denoted as a picture by the channes of the C 2 roots. All the C and the channes of the c		Due Consise
aii ai bi ai ai ai aingordin e debi apricabel for getting in the framebat on low for another on the formation of the formatio		Bus Service
tations and content of sourth and residue in 100 Generated water begind on applies of the sector of		
transportant and an other other is built dur notional and protein diver and the and transport of the analysis		
in general activate a		
 Interacting the reader of the set and the set where the relation of the register of the set of th		Due Canita
interference interference		Bus Service
Hen the there is not an engrequee the solution in minute could be for increases will relate a long the solution in the soluti		Earos/Eeos/Darking
state service respective house service respec		raies/rees/raiking
jungioner manner. Mere werder op soft of ender ender werder werder werder werder of ender ender werder of ender en	-	
Hais, we not so might have have how not solve have how		Bus Service
tha we have in our neighborhood in whige to allow any thit and we use were weeker for basing our weaker for ba		
weekeef or durping. We are at New Maxio Are NW, this are raves from the nearement and an are informed. The results of the resu		
Tentpore Net service yeek 2, We service yeek 2, We service with 24 and 2		
then G& Rease on har cell S in many bits from these DCPS set of Mode 1 the ear of Money Tree S and S a		
Amenian University Week private the determined is a provide the sectors of two events of of two even		
Iriely on the G2 bus frequently for genering my despite to about all Generative Scheel and investige to metal approximate to the service Community legislate and a service Commu		Bus Service
tradenia for inclusion algorithmetics the facilities in and accound Doctors Community hispatia and law were concent or user of careabolits in order parsed to be elimined entify. The C2 is the order bala bala bala the C2 is the order bala bala bala bala bala bala bala bal		
wir voor soor of er bes onte propend to be illimited a attrivity. The G12 is the only bus the ges from year of er over 100 is out to so the ger over the out the bits to so the out the bits to so the out out attribuits of the G12 is first the out out the bits to so the out the bits to so the out attribuits of the G12 is first the out out the bits to so the out the bits to so the out a large number of the G12 is first the so the bits the so the bits the so the out a large number of the crass bits is more of the bits is the so the bits the south the vari- ate south is the south strand explane for these bits, is general, in an disposite to see the G12 is at or can in an explane of more south at the bits the south the vari- per out an arge number of the south is more of south out out attribuits to south the out the south attribuits and the bits is the south the south the vari- meter for inverse to a large south of the south the resolution of the south the vari- meter for inverse to a large south of the south the south the vari- south attribuits and public the south the south the south the south the south the south the south the south attribuits and the south the south the south the south the south the south the south the south attribuits and the south		
fram mg and Generate the other and these locations. Mg suggets and location the scaled fragments bit scale for scale		
beause theory is door bace no longer core to or shore. We renot the only one. Deep in my role the whole job romate on job renot shore in which the shore in the inter of the whole job romate on job renot shore in which the shore in the inter of the whole job romate on job renot shore in the shore in the inter of the whole job romate on job renot shore in the		
moning where we for the G12, there are other rehood nations also passes to the school. While it minor to be Metro Spin also passes to the school. While it minor to be Metro Spin also passes to the school. While it minor to be metro Spin and to the school sparses have passes to the school sparses have passes to the school sparses have passes to the school sparse have passes to the school spin also passes to the school		
may note there of you is makeney is to the action of youtern busine filtures. The reality is that canceller busine a large number of bus routes being eliminated or sole base, much more so than the rail being and there of the action of youters was not rail being of methods, enter below was the youtern being filter interest on the sole sole base busines filtures, there below the youtern being filter interest on the loss of the was filter on the lass of the transmase, a more of transmase of the sole sole base busines filtures, there of the sole base base was filter. The Adv basis as executive for the outer of the sole base base was filter on the sole base for the transmase of was filter on the sole base for the was filter on the sole base. Was of the sole base was filter on the sole base for the was filter on the sole base for the transmase of was filter on the sole base for the was filter on the sole base for the was filter on the sole base was filter on the sole base for the was filter on the sole base for the was filter on the sole base was filter on the sole base for the was filter on the sole base for the was filter on the sole base was filter on the sole base for the was filter on the sole base for the was filter on the sole base was filter on the sole of the sole base for the was filter on the sole base. Was for the sole of the sole base for the was filter on the sole base was and an additional the much the base for the sole base. Was for the sole of the sole base for the was filter on the sole base for the sole bas for the sole b		
the G12 will eminute the important transit topion for these kids in general, and isapported to ave also a surp eminor for averal and in the eminor surp eminor and interaction. While no eminor the surp beak for an eminor surp eminor and the eminor or these pub for averal eminor the surp beak for an eminor surp eminor or these pub for averal eminor the surp beak for a many. Passe eminor or these pub for averal eminor the surp beak for a many eminor or these pub for averal eminor these pub for averal eminor the surp beak for a many eminor or these pub for averal eminor and the editors. The surp eminor of these pub for averal eminor these pub for averal eminor and the editors. The surp eminor of these pub for averal eminor and the editors. The surp eminor of these pub for averal eminor and the editors. The surp eminor of these pub for averal eminor and the editors. The surp eminor and the editors are employed to averal eminor and the editors. The surp eminor and the editors are employed to averal eminor and the editors. The surp eminor and the editors are employed to averal eminor and the editors. The surp eminor and the editors are employed to averal eminor and the editors are employed to averal eminor and the editors. The surp eminor and the editors are employed to averal eminor and the editors are employed to averat eminor and the editors are average to average eminor and the editors are average and the editors		
sinch alor pumber of bas roles being eliminated or sole bas for being him roles of than the rail efford a crop is in roles in roles in roles in roles of the role bas for bas roles or roles in roles of the role bas for bas roles or roles in roles		
network, releasely released by clease who avert allo barse themeselves, either beause they can define a root set in yous can of 1 week to poor visions or melles for increases, a patient for increase is a to result. We have note a nealles for increases, a have a not escape for formant with there bars roots or name by beauser poor decrease frequency if aboutaby nearests. Which is not the results for increases, a have a not escape for formant with there bars roots or name by beauser poor decrease frequency if aboutaby nearests. Which is not the results for increases, a have a not escape for the origin of the formation of the set bars decrease frequency if aboutaby on the de root of barse bars decrease frequency if aboutaby on the de root of barse bars decrease frequency if aboutaby on the de root of barse bars decrease frequency if aboutaby on the de root of barse bars decrease frequency if aboutaby on the de root of barse bars decrease frequency if aboutaby on the de root of barse bars decrease frequency if aboutaby on the de root of barse bars decrease frequency if aboutaby on the de root of barse bars decrease frequency if aboutaby on the de root of barse bars decrease frequency if aboutaby on the de root of barse bars decrease frequency if aboutaby on the de root of barse bars decrease frequency if aboutaby on the de root of barse bars decrease frequency if aboutaby decrease and public trans decrease frequency if aboutaby decrease and public trans decrease frequency if aboutaby decrease and public trans decrease decrease barse of public transport developed and with the public transport developed and about a set of the dev		
afford a con (a in my case) and the due to poor vision or medical reasons. Please consider other indeef fair increase is a lot essien to exallow than having to other move or change bob because you? The MB to is a necessfy for schoolning to and the use in the getech of MB OC the MS to is a necessfy for schoolning to and the use in the getech of MB OC the MS to is a necessfy for schoolning to and the use in the getech of MB OC the MS to is a necessfy for schoolning to estimate and the the move or change bob because you? Many lets to the but without the bids risk free carl. Please make use you? The taking that these accoust the MS to is a necessfy for schoolning to estimate use you? The taking that these accoust the first beak you the but without the bids risk free carl. Please make use you? The taking that these accoust the first beak you the but without the bids risk free carl. Please make use you? The taking that these accoust the first beak you the but without the bids risk free carl. Please make use you? The taking that these accoust the first beak you the buse school for the entire neighborhood, which already dross the first beak you the buse school for the entire neighborhood, which already dross the first beak you the buse school for the entire neighborhood, which already dross the first beak you the buse school for the entire neighborhood, which already dross the first beak you the buse school for the please hub school for entire buse to the school for entire buse to the school for entire buse and for the please lett be the school for entire buse to the school for entire buse		
apinone bore going forward with these bur route annellations. While no one likes for increases, a local cost possible with having to the time over charge by because your local cost possible transportation. That is unconstanded, why note just cost possible transportation. That is unconstanded, why note just cost possible transportation. That is unconstanded, why note just cost possible transportation. That is unconstanded, why note just cost possible transportation. That is unconstanded, why note just cost possible transportation. That is unconstanded, why note just cost possible transportation. That is unconstanded, why note just cost possible transportation. They are integlicable to us. Plasse preserve the service. The preservice of the service for the entire neighborhouse, which all adds of the disable. They are integlicable to us. Plasse preserve the service, to use a community and use and possible transport helps adds age and disables. They are integlicable to use Plasse preserve the service is use a community and use and the service is		
modes from formage is a to seal to swallow than having to other move or chaping bib because yout Is Service the MA bus is a necessity for school-bilters and the other is the seal section of NWD Co Is Service the MA bus is a necessity for school-bilters and the other is the seal section of NWD Co Is Service the Ma bus is a necessity for school-bilter mode or subic tarbelity that into account Is Service the is builter in the service of the orthone bits built to the bits built to the service of the orthone bits built in the service of the service in the service of the service in the service of the service in the servic		
only transforditory use eliminated. Bus Service without any public transportation. That is unconsciouslie. Why not just reading the route a bit of the dot rafe free card. Preservice, "Basic Networks and the dot rafe free card. Preservice, "Basic Networks and the dot rafe free card. Preservice, "Basic Networks and the dot rafe free card. Preservice, "Basic Networks and the dot rafe free card. Preservice, "Basic Networks and the dot rafe free card. Preservice, "Basic Networks and the dot rafe free card. Preservice, "Basic Networks and the dot rafe free card. Preservice, "Basic Networks and the dot rafe free card. Preservice, "Basic Networks and the dot rafe free card. Preservice, "Basic Networks and the dot rafe free card. Preservice, "Basic Networks and the dot rafe free card. Preservice, "Basic Networks and the dot rafe free card. Preservice, "Basic Networks and the dot rafe free card. Preservice, "Basic Networks and the dot rafe free card. Preservice, "Basic Networks and the dot rafe free card. Preservice, "Basic Networks and the dot rafe free card. Preservice, "Basic Networks and the dot rafe free card. Preservice, "Basic Networks and the dot rafe free card. Preservice, "Basic Networks and free tard. Preservice, "Basic Networks and the rafe rafe tard. Preservice, "Basic Networks and the rafe rafe tard. Preservice, "Basic Networks and the rafe rafe tard. Preservice, "Basic Networks and the set tard. Preservice, "Basic Networks and the vice Networks and the set tard. Preservice, "Basic Networks and the vice Networks and the vi		
The MA bit is a necessity for school-hidren and the elderly. It would leave a high section of MV DC who has a lot of protein conscionable. Why not just readjust the rote a bit or decrease frequency if abcollect necessary. We need so the read of the section of MV DC markets for the entries neighborhood, which all reads of the descendence of the entries neighborhood. which all reads of the descendence of the entries neighborhood, which all reads of the descendence of the entries neighborhood. Which all read	· · · · · · · · · · · · · · · · · · ·	Bus Service
without public transportation. That is unconsciousle. Why not just reading that into aucros		
decrease requency of absolutely necessary. Biol Service Mary biol we the without he biols for the recart. Please make sure you're taking that into account when looking at the identify joats. Why failuy tells beavely on the df and 64 buess toget our upblic school students to school and your's activities. They are irreplaceable to us. Please preserve the service. Biol Service Biol		
Many kisk use the bus without he kids nofe free card. Please make sure you're taking that into account who holding at the flocking taken. Bus Service Wy family (fells heavily on the foldsing base survey. Bus Service Bus Service This proposal would completely eliminate bus service for the entire neighborhood, which already does not heave a lot of point and store to bus which are adding a long was and an addinate landers (hus) which already does not eliminate the HLZ service to work without adding a long was and an addinate landers (hus) which already the service in more to which a long a long was and an addinate the HLZ service appeciably the vertex base service in the service		Bus Service
when looking at the identify data. Bits Service NUM printy reles bases to get or upblic school students to ortho and sports Bits Service Service Bits Service Serv		
My family relies heavily on the def and 64 bases to get our public school students to school and sports this proposal would completely eliminate bus service. The entire neighborhood, which already does not have a lot of options. Alch propelly, including students, commuters, the ideality, and the distable, would be severely impacted. With these cuts, it would not be able to get to work without adding a long walk and an additional transfer, likely adding an additional 30 minutes on typ bus commuters, the ideality, faired board eliminate the X12 service aspecially the Westchetter Park stop. We have no other aswards fund Metro adequately! Plases do not eliminate the X12 service aspecially the Westchetter Park stop. We have no other aswards for mice the stop of holds transport, likely addition. Our community and we are not in walking distance to any other bus service or metro station. Our community and we are not in walking distance to any other bus service or metro station. Our community and we are not in walking distance to any other bus service or metro station. Our community has may service iters, distable, and service and the work wall from the Walk or to account with the account with the account with t		Rus Service
activites. They are irreglaceable to us. Please presence the service. If the proposal would completely elimineable us service for the entire neighborhood, which already do without adding a bloc get to work without adding bloc get to work without adding a bloc get to work withou		
This proposal would completely eliminate bus service for the entire negletombod, which aready does not have a lot of options. Alto prepair, including students, and the data with the severely impacted. With these cuts, I would not be able to get to work without adding a long was and public transit advocate (nor of the reasons live DE) to this back-and for hevery wars exhausting. Pless just advocate live of the reasons live DE) to this back-and for hevery wars exhausting. Pless just advocate live of the reasons live DE) to this back-and back without adding a long was and public transit advocate (nor of the reasons live DE) to this back-and back and on the reasons live DE) to this back-and back and so the reasons live DE) this back-and back with the reason structure. This is a vital ervice to many traveling via Metro to and from policit with the PLP line nod from Berksa and to and from policit with the PLP line node structure. This is a vital ervice to many traveling via Metro to and from policit of advice reasons live DE) and the response of the to advocate size with the T2 one arriving in befields out content with the PLP line node structure. This is a vital ervice to many traveling via Metro to and from policit with the PLP line node structure the work of the advocate advocate advocate advocate the size of bus vehicles rature during the reast structure and ready strugging. Pless don't cut lines too for sate structure the size of bus vehicles rature structure the size of bus vehicles rature structure the size structure the reast advocate and ready strugging. Pless don't cut lines too for sate structure the size advocate advice structure the reast advocate advice structure. This is a vital structure the two devices advocate advoca		Bus Service
and have all of options. A lot epopie, including students, commuters, the elderly, and the disabled, would be serverly ingracted. With the ealerto get to work without adjust to my bus commute (which is already quiel loog at 6 shmiture); suit opt of obtom without adjust to my bus commute (which is already quiel loog at 6 shmiture); suit opt at 0 dom work mithout adjust to my bus commute (which is already quiel loog at 6 shmiture); suit opt at 0 dom work mithout adjust to my bus commute (which is already quiel loog at 6 shmiture); suit a ward of the server were to share on other server to our community has many senior citeses, disabled, and single adults who rely on the 12. Service muter works and single status to any other by service or metro status. It service muter works are to any any there has service or metro status. It service muter works are to any any the prive service or metro status. It service muter works are to any service to many threnging service and from Betheads and to and from points. West to T2. And we are being told by Montgomery County that we need to leasen auto usage and increase usage of public transportation. The 72 line is critical to those who ick works and west from the west on 72. And we are being told by Montgomery County that we need to leasen auto usage and increase usage of public transportation. The 72 line is critical to those who ick works and west with automated device entry with the 72 line and if necessary reduces the size of two services. Previse people on the statis of Want and if necessary reduces the size of two services. Previse people on the statis of Want and if necessary reduces the size of two services. Previse people on the statis of Want and if necessary reduces the size of two services. Previse people on the statis of Want and the necessary reduces the size of two services. Previse people on the statis of Want and the necessary reduces the size of two services. Previse people on the statis of Want and the necessary reduces the neg to statis of the statis of the s		
would beserverly impacted. With there cuts, i would not be able to get to work without adding a long with and an additures, just to get to downtown). I am a strong bus and public transit already quite long at 45 minutes, just to get to downtown). I am a strong bus and public transit advocate (noe of the reasons i love QD to this back-and not nevery yers i shausting. Please just fund Metro adequately I Please do not eliminate the PL3 service especially the Wetchester Park stop. We have no other station. The Please do not eliminate the PL3 service to many traveling via Metro to and from Betheds and to and from points. West: The Purple lime i coming to Betheds and to and from Betheds and to and from points. West: The Purple lime i coming to Betheds and to util all in decarbly gaining with one cannot continue. West in PL3 line is critical to those who live North and West of the D_2/Maryland line. Please retain the T2 line is critical to those who live North and West of the D_2/Maryland line. Please retain the T2 line is critical to those who live North and West of the D_2/Maryland line. Please retain the T3 line and if necessary reduce the ise of to surviveling the service Buttry. Bies keep M4 routes at they zer. Chery Chase DC needs connections via bu to please keep M4 routes at they zer. Chery Chase DC needs connections via bu to please keep M4 routes at they zer. Chery Chase DC needs connections via bu to please keep M4 routes at they zer. Chery Chase DC needs connections via bu to please keep M4 routes at they zer. Chery Chase DC needs connections via bu to please keep M4 routes at they zer. Chery Chase DC needs connections via bu that dust during the school year and how frequent and reliable service help them get to school during to eschool all over the via and more frequent and reliable service help them get to school during the school year and kids don? have the option to drive instead. This proses are overflow with this during the school year and kids don? have the option to drive instead. This propeal is c		
walk and additional transfer, likely adding an additional 20 minutes to my bus commute (which is advocate (one of the reasons livee QD but this back-and-forth every year is exhausting. Please just diverted (one of the reasons livee QD but this back-and-forth every year is exhausting. Please just diverted (one of the reasons livee QD but this back-and-forth every year is exhausting. Please just diverted (one of the reasons livee QD but this back-and-forth every year is exhausting. Please just diverted every adve are one tim walking distance to any other ks service or community has many senior citetens, disabled, and single adults who realy on the R12. Service must contents. This is at walking distance to and form Betheed are raining from the West on T2. And we are being to bethesda and tivili fail in indership significantly if on cannot continue. This is at walking distance to citical to those who live North and West and increase usage of public transportation. The T2 line is critical to those who live North and West the DL Afhayland line. Please retain the T2 line and if necessary reduce the size of bus vehicles ratio the West on T2. And we are being told by Mortgomery County that we need to lessen auto usage and increase usage of public transportation. The T2 line is critical to those who live North and West than cutting the service B any other deas like running sicar or four car trans for less maintenance With automation, Al for smartling, and face machines. Train automation and replacing trains with automation, Al for smartling or transports. Train automation and replacing trains with automation, Al for smartling or trains to rest and maintenance With bus down and with the hundreds of school kids who red there buss to balk with faited automation of trains or to school. Bus service Trains the West to bal and alackon Reed thigh get to school. Bus service bus descriting the school year and live dus sing with many of their classmasts. Wr children ta testby object the US on thave a functioning public transportati		
aiready quite long at 45 minutes, just to get to downtowni). I am a strong bus and public transit advocte (ince of the reasons i low CD but this back-and-ofthe very very ic is elausting. Plases do not eliminate the R12 service security. Bases do not eliminate the R12 service segucially the Westchester Park stop. We have no other service to our community and we are not in valking distance to any other bus service or metro station. Our plases do not eliminate the R12 service segucially the Westchester Park stop. We have no other R12. T2 service must continue. This is a vital service to mary traveling via Metro to and from Betheda and to and from points West. The Purple line is coming to Betheda and it will fail in idensity significanti viil from the West on T2. And we are being told by Montgomery Courty that we need to lessen auto usage and increase usage of public transportation. The T2 line and if necessary reduce the size of bus vehicles rather the D2./Maryland line. Please retain the T2 line and if necessary reduce the size of bus vehicles rather the D2./Maryland line. Please retain the T2 line and if necessary reduce the size of bus vehicles rather the D2./Maryland line. Please retain the T2 line and if nacessary reduce the size of bus vehicles rather the vest on ruts. At for SmarTrip, and fare machines. Trian automation and replacing trains that usomated for leases like who are already strugging. Please don't cut inso for leas matules. Stop isolating neighbors who can't walk to farway bus stops. Stop reducing service. Bring back the L1. Stop as to bard lease like uning vest dials bar we be object the maget to school? We different be M4 to Deal and Jackon Reed on ally basis along with many of their clasmate. Rese like service with Ause a significant negative strugging. Please don't cut inso for leas matules. Stop as bardel Jackon Reed on ally basis along with many of their clasmate. Rese feers/Parking. Mu childer table service hally bass vent or context instance to school? Mu childer tabl		
advocate (one of the reasons love DC) but this back-and-forth every year is exhausting. Please just low detro adquately is a service expecting the Weschester Park stop. We have no other service low community has many senior citizens, disabled, and single adults who rely on the f122 service must continue. This is an walking distance to and you bethesda and to and form points West. The Purple line is coming to Bethesda and rout enter to and form Bethesda and to and from points West. The Purple line is coming to Bethesda and rout enter to and form Bethesda and to and form points West. The Purple line is coming to Bethesda and rout enter to and form Bethesda and form the West on 12. And we are being told by Montgomer County that we need to lessen auto usage and increase usage of public transportation. The 21 line is critical to these who live North and West of the DL <i>Chary</i> hand line. Please retain the 72 line and if necessary reduce the size of bus vehicles rather the west on 12. And we are being told by Montgomer County that we need to lessen auto usage please less that who are anadey strugging. Please don't cut lines to far east there's people on the east side who are anadey strugging. Please don't cut lines to far east by folding meghbors who can't walk to farway bos stop. Stop or don'to art rains for less maintenance by folding meghbors who can't walk to farway bos stop. Stop or don'to rains for less maintenance by folding meghbors who can't walk to farway bos stop. Stop or don'to rains for less maintenance by folding meghbors who can't walk to farway bos stop. Stop or don'to rains for less maintenance by folding meghbors who can't walk to have to short? Three beaks are were how with these bus to bod and lokes the tegation of who is stead. This proposi is completely bus device there the M4 to Deal and Jackson Reed ring at to to and? The beaks are were how with the state (XAMA) and the das states of three to trains for less states were there and the prove ther asplot to		
fund Metro adequately/ Bus Service Please do not eliminate the R12 service specially the Westchestre Park stop. We have not service or metro station. Our community has may senior citerias (stabled, and single adults who rey do not R12. Bus Service T2 service must continue. This is a vital service to many traveling is duits the roy to not R11. Bus Service Bus Service T3 service must continue. West on T2 noce arriving in Bethesda and the Vital Is in ridenships service and increase uage of public transportation. The T2 line is critical to the service intervice. Bus Service from the West on T2. And we are being told by Mongomery County that we need to lessen auto cousee Bus Service Bus Service and increase uage of public transportation. The T2 line is critical to those who live Noth and West of the D2. Anaryiand line. Please retain the T2 line is critical to those who live Noth and West of the the sets aid we hour classes in automation and replacing trains in the same intervice entirely. Bus Service Please invest in automation A, I for SmarTrip, and fare machines. Train automation and replacing trains in the same release to ave who and releable service line by the service. Bus Service Stop is obling meighbors who can't walk to farway bus stops. Stop reducing service. Bring back the L1. Bus Service Vi our diminate the A12 and who and replacing trains in class matter and releable service line by service. Bus Service Vi our diminate the A12 and walk and service of the Us the tand and releable s		
Piesae don teliminate the R12 ervice especially the Westchester Park stop. We have no other service in our community has many senior citizens, disabled, and single adults who rely on the R12. T2 service must continue. This is a vital service to many traveling via Metro to and from Bethesda and to and from points. West. The Pupe line is coming to bethesda and using and in ridership significantly if one cannot continue. West on T2 once arriving in Bethesda or connect with the Warple line once arriving from the West on T2 and we are being tool by Montgomery County that we need to lessen ato usage and increase usage of public transportation. The T2 line is critical to those who live North and West of the D.C./Maryland line. Please retaining tool by Montgomery County that we need to lessen ato usage and increase usage of public transportation. The T2 line is critical to those who live North and West of the D.C./Maryland line. Please retain the T2 line and it necessary reduce the size of bus vehicles rather than cutting the service entriev. Bus Service Bus Service Communated drivers and any other ideas like running six car or four car trains for less maintenance fares/Fees/Parking Stop bolting mejhors who car? Nak to far are mechines. Train automation and replacing trains with automated drivers and any other ideas and fundeds of school kids who ride these buses to Deal Middle and Jackon Reed on adjue basis along. The provide and alkons Reed on adjue basis along with many of their clasmates. Cutting this service will have a significant negative impact for many kids to get to school. Bus Service With durated the dato less and adjue basis along with many of their clasmates. Cutting this service will have a significant negative impact for many kids to get to school. Bus Service Dives are citical adjues basis adjue basis along their quite many telesthoomodes that have no other options. Highwa		Bus Service
communy has many senior citizens, disabled, and single adults who rey on the R12. Bus Service T service must continue. This is a vita service to many traveling via Mettor to and from Retesda and to and from points West. The Purple line is coming to Bethesda and it will fail in indership significant jet for many exist on T2. And we are being told by Montgomery County that we need to lessen auto usage and increase usage of public transportation. The T2 line is critical to those who live North and West or T2. And we are being told by Montgomery County that we need to lessen auto usage and increases usage of public transportation. The T2 line is critical to those who live North and West or T2 horted the T2 line and in facessary reduce the size of Duviel esten auto usage and increases usage of public transportation. The T2 line is critical to those who live North and West or T2 horted the T2 line and in facessary reduce the size of Duviel esten auto usage and increases usage of public transportation. The T2 line is critical to those who live North and West Orted to Size Norted T2 horted T	Please do not eliminate the R12 service especially the Westchester Park stop. We have no other service	
communy has many senior citizens, disabled, and single adults who rey on the R12. Bus Service T service must continue. This is a vita service to many traveling via Mettor to and from Retesda and to and from points West. The Purple line is coming to Bethesda and it will fail in indership significant jet for many exist on T2. And we are being told by Montgomery County that we need to lessen auto usage and increase usage of public transportation. The T2 line is critical to those who live North and West or T2. And we are being told by Montgomery County that we need to lessen auto usage and increases usage of public transportation. The T2 line is critical to those who live North and West or T2 horted the T2 line and in facessary reduce the size of Duviel esten auto usage and increases usage of public transportation. The T2 line is critical to those who live North and West or T2 horted the T2 line and in facessary reduce the size of Duviel esten auto usage and increases usage of public transportation. The T2 line is critical to those who live North and West Orted to Size Norted T2 horted T	to our community and we are not in walking distance to any other bus service or metro station. Our	
to and from points West. The Purple line is coming to Bethesda or connect with the Purple line is coming to Bethesda or connect with the Purple line is coming to Bethesda or connect with the Purple line is coming to Bethesda or connect with the Purple line is coming to Bethesda or connect with the Purple line is coming to Bethesda or connect with the Purple line is coming to Bethesda or connect with the Purple line is coming to Bethesda or connect with the Purple line is coming to Bethesda or connect with the Purple line is coming to Bethesda or connect with the Purple line is coming to Bethesda or connect with the Purple line is coming to Bethesda or connect with the Purple line is coming to Bethesda or connect with the Purple line is coming to Bethesda or connect with the Purple line is coming to Bethesda or connect with the Purple line is coming to Bethesda or connect with the Purple line is coming to Bethesda or connect with the Purple line is coming to Bethesda or connect with the Purple line is coming to Bethesda or connect with the Purple line is coming to Bethesda or Connect with the Purple line is coming to Bethesda or Connect with the Secure Bethesda or Connect with automation and replacing trains and replacing trains and replacing trains and rof for less maintenance Secure Bethesda and line replacing trains and replacing	community has many senior citizens, disabled, and single adults who rely on the R12.	Bus Service
one cannot continue West on T2 once arriving in Bethesda or connect with the Purple line once arriving from the West of T2. And we are bing told by Montgomery County that we need to lessen auto usage and increase usage of public transportation. The T2 line is critical to those who live North and West of the D.C./Maryland line. Please retain the T2 line is critical to those who live North and West of the D.C./Maryland line. Please retain the T2 line is critical to those who live North and West of the D.C./Maryland line. Please retain the T2 line and if necessary reduce the size of bus vehicles rather there's people on the east side who are already struggline. Please don't cut lines for fare sat. Please hows thin automation, Al for Smar/Tip, and fare machines. Train automation and replacing trains for shool all over the city and more frequent and reliable service. Bring back the L1. Kids go to school all over the city and more frequent and reliable service. Bring back the L1. Kids go to school all over the city and more frequent and reliable service help them get to school freese buses to Deal Midel en all schools. Meed High get to school? These buses to Deal Midel en all schools for thousas dot's framo schedule. We children take the M4 to Deal and Jackson Reed High get to school? They on Mitrore will near a elignificant negative mapert for many kids to get to school. Buss service will near a elignificant negative mapert for families. Bus Service Buss fervice expected to run on a balande budget, they are essential Infrastructure for society. The same line expected to run on a balande budget, they are essential infrastructure for society. The same line expected to run on a balande budget, they are essential infrastructure for society. The same line expected to run on a balande budget, they are essential infrastructure for society. The same line expected to run on a balande budget, they are essential infrastructure for society. The same line expected to run on a balance budget, they are essential infrastructure for	T2 service must continue. This is a vital service to many traveling via Metro to and from Bethesda and	
from the Vest on T2. And we are being toll by Montgomery County that we need to lessen auto usage and increase usage of public transportation. The T2 line is critical to those who live North and West of the D.C./Maryhand line. Please retain the T2 line and if necessary reduce the size of bus vehicles rather than cutting the service entirely. Bus Service Diseak keep MA routes as they are. Chevy Chase DC needs connections via bus Bus Service Bus Service Diseak keep MA routes as they are. Chevy Chase DC needs connections via bus Bus Service Bus Service Diseak keep MA routes as they are attready struggling. Please don't cut lines too far east. Bus Service Bus Service Diseak keep MA routes as they are attready struggling. Please don't cut lines too far east. Bus Service Bus Service Stop isolating neighbors who can?t walk to far away bus stops. Stop reducing service. Bring back the L1. If you eliminate divided, are regularly waiting for buss that don't arrive on schedule. Bus Service Bus Service If you eliminate bool bail divide and Jackson Reed High get to school. Bus Service Bus Service Bus Service Utting the service will have a significant negative impact for any wisk to get to school. Bus Service Bus Service Bus Service Utting the service will have a significant negative impact for any wisk to get to school. Bus Service Bus Service Bus Service	to and from points West. The Purple line is coming to Bethesda and it will fail in ridership significantly if	
and increase usage of public transportation. The T2 line is critical to those who live North and West of the D. C./Maryland line. Please retain the T2 line is critical to those who live North and West of the D. C./Maryland line. Please retain the T2 line and if necessary reduce the size of bus vehicles rature please keep M4 routes as they are. Chevy Chase DC needs connections via bus Diferse's people on the east side who are already struggline. Please don't cut lines too fare east. Bus Service Please invest in automation, Al for smarting, and fare machines. Train automation and replacing trains with automated drivers and any other ideas like running six car or four car trains for less maintenance Stop isolating neighbors who can't walk to faraway bus stops. Stop reducing service. Bring back the L1. Kids go to school all over the city and more frequent and reliable service help them get to school antime. Too many kids, mine included, are regularly waiting for buses that don't raive on scheol kues. If you eliminate D31,32,33 and the M4, how will the hundreds and hundreds of school kids whor ride these buses to Deal Middle and Jackson Reed on a daily basis along with many of their classmaltes. Cutting this service will have a significant negative impact for many kids up to school? Wy children take the M4 to Deal and Jackson Reed on a daily basis along with many of their classmates. Cutting this service will have a significant negative impact for many kids up to school. Buses are critical for accessibility to many neighborhoods that have no other options. Highways are no expected to run on a balanced budget, they are essential infrastructure for society. The same logic cray! Do not emove routes that provide transportation for kids to get to from DC public schools. Unless replacing with school buses or other transportation for kids to get to/from DC public schools. Unless replacing with school buses or other transportation for kids to get to/from DC public schools. Unless replacing with school buses or other transpo	one cannot continue West on T2 once arriving in Bethesda or connect with the Purple line once arriving	
and increase usage of public transportation. The T2 line is critical to those who live North and West of the D. C./Maryland line. Please retain the T2 line is critical to those who live North and West of the D. C./Maryland line. Please retain the T2 line and if necessary reduce the size of bus vehicles rature please keep M4 routes as they are. Chevy Chase DC needs connections via bus Diferse's people on the east side who are already struggline. Please don't cut lines too fare east. Bus Service Please invest in automation, Al for smarting, and fare machines. Train automation and replacing trains with automated drivers and any other ideas like running six car or four car trains for less maintenance Stop isolating neighbors who can't walk to faraway bus stops. Stop reducing service. Bring back the L1. Kids go to school all over the city and more frequent and reliable service help them get to school antime. Too many kids, mine included, are regularly waiting for buses that don't raive on scheol kues. If you eliminate D31,32,33 and the M4, how will the hundreds and hundreds of school kids whor ride these buses to Deal Middle and Jackson Reed on a daily basis along with many of their classmaltes. Cutting this service will have a significant negative impact for many kids up to school? Wy children take the M4 to Deal and Jackson Reed on a daily basis along with many of their classmates. Cutting this service will have a significant negative impact for many kids up to school. Buses are critical for accessibility to many neighborhoods that have no other options. Highways are no expected to run on a balanced budget, they are essential infrastructure for society. The same logic cray! Do not emove routes that provide transportation for kids to get to from DC public schools. Unless replacing with school buses or other transportation for kids to get to/from DC public schools. Unless replacing with school buses or other transportation for kids to get to/from DC public schools. Unless replacing with school buses or other transpo	from the West on T2. And we are being told by Montgomery County that we need to lessen auto usage	
than cutting the service entirely. Bus Service please keep M4 routes as they are. Chery Chaeb Connections via bus Bus Service Please invest in automation. Al for SmarTrip, and fare machines. Train automation and replacing trains with automated drivers and any other ideas like running six car of our car trains for less maintements Bars/Fees/Parking Stop Stop Stop Stop Stop Stop reducing service. Bring back the LL Kids go to school all over the city and more frequent and reliable service help them get to school on forme. To amy kids, min included, are regularly waiting for buses that don't arive on schedule. Bus Service If you Eliminate D31, 23, 33 and the M4, how will the hundreds and hundreds of school kids who ride these buses to Deal Middle and lackson Reed Hing get to school on to rear trains per schedule. This proposal is completely unacceptable and will create impossible situations for thousands of families. Bus Service Wy children take the M4 to Deal and Jackson Reed Hing bet to school on expected to run on a balanced budget, they are essential infrastructure for society. The same logic should apply to Metro. Bus Service Wy children take the M4 to Deal and Jackson Reed Hings and Bundreds of school kids who ride these shores to buse or other trainsportation portions. High ways are not expected to run on a balanced budget, they are essential infrastructure for society. The same logic should apply to Metro. Bus Service W 4 Miscellaneous Bus Service Do not remove routes that provide transportation optick is to get to school. Units with school age childre		
than cutting the service entirely. Bus Service please keep M4 routes as they are. Chery Chaeb Connections via bus Bus Service Please invest in automation. Al for SmarTrip, and fare machines. Train automation and replacing trains with automated drivers and any other ideas like running six car of our car trains for less maintements Bars/Fees/Parking Stop stop other ideas like urunning six car of our car trains for less maintements Fares/Fees/Parking Stop stop other ideas like urunning six car of our car trains of source ar trains of source are overflow with kids during the school year and kids don't have the option to drive instead. This proposal is completely unacceptable and will create impossible situations for thousands of far sources will be as significant negative impact for many kids to get to school an text were as the mark of the or source ar trains of source are source and will be undered as a darks of Red I mark and to act or source art trains of source ar source are source and the source are source arear t		
please keep DM routes as they are. Chevy Chase DC needs connections via bus Bus Service There's people on the east side who are already struggling. Please don't cut lines too far east. Bus Service Please invest in automation, Alf or SmarTin, and fare machines. Train automation and replacing trains for less maintenance Fares/Fees/Parking Stop isolating neighbors who can't walk to fareway bus stops. Stop reducing service. Bring back the L1. Fares/Fees/Parking Kids go to school all over the city and more frequent and reliable service heip them get to school Bus Service ontime. Too many kids, mine included, are regularly waiting for buss that don't arrive on schedule. Bus Service If you eliminate du MI create impossible situations for thousands of families. Bus Service My children take the M4 to Deal and Jackson Reed on a daily basis along with many of their classmates. Bus Service Cutting this service will have a significant negative impact for many kids to get to school. Bus Service My children take the M4 to Deal and Jackson Reed on a daily basis along with many of their classmates. Bus Service Sould apply to Metro. Operating Budget, Management and Spending My children take the Ma to Capitol of the US not have a functioning public transit system?? This is sciece Bus Service Do not transportation for kids to get to form DC public schools. Unless replacing with school buss or other transportation options, this would provide undue and extreme Papet shortidi. Bus Service Drand		Bus Service
Please invest in automation, Al for SmarTrip, and fare machines. Train automation and replacing trains Fares/Fees/Parking With automated drivers and any other ideas like running six car of four car trains for less maintenance. Fares/Fees/Parking Stop isolating neighbors who car?t walk to faraway bus stops. Stop reducing service. Bring back the L1. Kids go to school all over the city and more frequent and reliable service help them get to school Bus Service If you eliminate D31,32,33 and the M4, how will the hundreds of school kids who ride Bus Service Bus Service If you eliminate D31,32,33 and the M4, how will the hundreds of school kids who ride Bus Service Bus Service Unacceptable and will create impossible situations for thousands of families. Bus Service Bus Service Wy children take the M4 to Deal and Jackson Reed on a daily basis along with many of their classmate. Bus Service Bus Service Buses are critical for accessibility to many neighborhoods that have no other options. Highways are not expected to run on a balanced budget, they are essential infrastructure for society. The same logic Operating Budget, Management and Spending M 4 Miscellaneous Ise Service Bus Service Do not tremove routes that provide transportation of rik kis to get to /from DC public schools. Unless to school Bus Service Bus Service Trely on MetrobusI How can the Capitol of the US not have a functioning p		Bus Service
with automated drivers and any other ideas like running six car or four car trains for less maint-nance Fares/Fees/Parking Stop isolating neighbors who can't wall to faraway bus stops. Stop reducing service. Bring back the L1. Bus Service Stop isolating neighbors who can't wall to faraway bus stops. Stop reducing service. Bring back the L1. Bus Service If you eliminate D31, 32, 33 and the M4, how will the hundreds and hundreds of school kids who ride Bus Service If you eliminate D31, 32, 33 and the M4, how will the hundreds and hundreds of school kids who ride Bus Service With dutto gate and will create impossible situations for thousands of families. Bus Service Wy children take the M4 to Deal and Jackson Reed on a daily basis along with many of their classmate. Bus Service Ruting this service will have a significant negative impact for many kids to get to school. Bus Service Buses are critical for accessibility to many neighborhoods that have no other options. Highways are no egate service budget, they are essential infrastructure for society. The same logic should paply to Metro. Operating Budget, Management and Spending M4+ Mscellaneous Mscellaneous Bus Service Da not remove routes that provide transportation for kids tog et to/from DC public schools. Unless (A/MD) and DC governments need to do more to assist with the budget any shorted and externee Hardship for families with school age to nore to assist with the budget any shorted. Operating Budget, M	, , , , , , , , , , , , , , , , , , , ,	Bus Service
Stop isolating neighbors who can?t walk to faraway bus stops. Stop reducing service. Bring back the L1. Image: Content Conten Content Content Content Content Content Co	Please invest in automation, AI for SmarTrip, and fare machines. Train automation and replacing trains	
Kids go to school all over the city and more frequent and reliable service help them get to school Bus Service If you eliminate D31,32,33 and the M4, how will the hundreds and school kids who ride Bus Service these buses to Deal Middle and Jackson Reed High get to school?!? These buses are overflowing with Bus Service Muncceptable and will create impossible situations for thousands of families. Bus Service My children take the M4 to Deal and Jackson Reed on a daily basis along with many of their classmates. Bus Service Ruting this service will have a significant negative impact for many kids to get to school. Bus Service Buses are critical for accessibility to many neighborhoods that have no other options. Bus Service should apply to Metro. Operating Budget, Management and Spending M 4+ Miscellaneous Bus Service I rely on Metrobus! How can the Capitol of the US not have a functioning public transit system?? This is crazyl Bus Service Do not remove routes that provide transportation options, this would provide undue and extreme hardship for families with school buses or other transportation options, this would provide undue and extreme hardship for families with school apper effort to stop fare evaders, as I have seen large groups of peopie, usually kids, either jumping the gates or one person swiping their card and then multiple people going through the gate and no one says a thing. Operating Budget, Management and Spending M4+	with automated drivers and any other ideas like running six car or four car trains for less maintenance	Fares/Fees/Parking
ontime. Too many kids, mine included, are regularly waiting for buses that don?t arrive on schedule. Bus Service If you eliminate D31,32,33 and the M4, how will the hundreds and hundreds of school kids who ride bus Service these buses to Deal Middle and Jackson Reed High get to school?!? These buses are overflowing with bus Service unacceptable and will create impossible situations for thousands of families. Bus Service My children take the M4 to Deal and Jackson Reed on a daily basis along with many of their classmates. Bus Service Cutting this service will have a significant negative impact for many kids to get to school. Bus Service Busses are critical for accessibility to many neighborhoods that have no other options. Highways are not expected to run on a balanced budget, they are essential infrastructure for society. The same logic should apply to Metro. Operating Budget, Management and Spending M 4+ Miscellaneous Bus Service Do not remove routes that provide transportation of rikds to get to forol. Unlies chools. Unless replacing with school buses or other transportation options, this would provide undue and extreme hardship for families with school age children in the District. Bus Service These tase (X/MD) and DC governments need to do more to assist with the budgetary shortfall. Operating Budget, Management and Spending These and no one says a thing. Operating Budget, Management and Spending For sates (Y/A/MD) and DC governments		
if you eliminate D31,32,33 and the M4, how will the hundreds and hundreds of school kids who ride these buses to Deal Middle and Jackson Reed High get to school?!? These buses are overflowing with kids during the school year and kids don?t have the option to drive instead. This proposal is completely unacceptable and will create impossible situations for thousands of families. My children take the M4 to Deal and Jackson Reed on a daily basis along with many of their classmates. Cutting this service will have a significant negative impact for many kids to get to school. Bus Service Buses are critical for accessibility to many neighborhoods that have no other options. Highways are not expected to run on a balanced budget, they are essential infrastructure for society. The same logic should apply to Metro. Bus Service M 4+ Miscellaneous Trely on Metrobus! How can the Capitol of the US not have a functioning public transit system?? This is crazy! Bus Service Do not remove routes that provide transportation options, this would provide undue and extreme hardship for families with school age children in the District. Bus Service The states (VA/MD) and DC governments need to do more to assist with the budgetary shortfall. Operating Budget, Management and Spending There needs to be a bigger effort to stop fare evaders, as I have seen large groups of people, usually kids, either jumping the gates or one person swiping their card and then multiple people going through the gate and no one says a thing. Operating Budget, Ma		
these buses to Deal Middle and Jackson Reed High get to school??? These buses are overflowing with kids during the school year and kids don?t have the option to drive instead. This proposal is completely unacceptable and will create impossible situations for thousands of families. Wy children take the M4 to Deal and Jackson Reed on a daily basis along with many of their classmates. Cutting this service will have a significant negative impact for many kids to get to school. Buses are critical for accessibility to many neighborhoods that have no other options. Highways are not expected to run on a balanced budget, they are essential infrastructure for society. The same logic should apply to Metro. I rely on Metrobus! How can the Capitol of the US not have a functioning public transit system?? This is creazy! Do not remove routes that provide transportation options, this would provide undue and extreme hardship for families with school age children in the District. The states (VA/MD) and Dc governments need to do more to assist with the budgetary shortfall. There needs to be a bigger effort to stop fare evaders, as I have seen large groups of people, usually kids, either jumping the gates or one person swiping their card and then multiple people going through the gate and no one says a thing. Do not terroice to those who are trying to get to work - train frequency on weekdays is most		Bus Service
kids during the school year and kids don?t have the option to drive instead. This proposal is completely unacceptable and will create impossible situations for thousands of families.Bus ServiceMy children take the M4 to Deal and Jackson Reed on a daily basis along with many of their classmates.Bus ServiceCutting this service will have a significant negative impact for many kids to get to school.Bus ServiceBuses are critical for accessibility to many neighborhoods that have no other options. Highways are not expected to run on a balanced budget, they are essential infrastructure for society. The same logic should apply to Metro.Operating Budget, Management and SpendingM4+MiscellaneousI rely on Metrobus! How can the Capitol of the US not have a functioning public transit system?? This is crazy!ServiceDo not remove routes that provide transportation for kids to get to /from DC public schools. Unless replacing with school buses or other transportation options, this would provide undue and extreme hardship for families with school age children in the District.Bus ServiceThe states (VA/MD) and DC governments need to do more to assist with the budgetary shortfall.Operating Budget, Management and SpendingThere needs to be a bigger effort to stop fare evaders, as I have seen large groups of people, usually kids, either jumping the gates or one person swiping their card and then multiple people going through the gate and no one says a thing.Operating Budget, Management and SpendingDo not tervice to those who are trying to get to work - train frequency on weekdays is mostFares/Fees/Parking		
unacceptable and will create impossible situations for thousands of families. Bus Service My children take the M4 to Deal and Jackson Reed on a daily basis along with many of their classmates. Bus Service Buses are critical for accessibility to many neighborhoods that have no other options. Highways are not expected to run on a balanced budget, they are essential infrastructure for society. The same logic should apply to Metro. Operating Budget, Management and Spending M 4+ Miscellaneous Miscellaneous I rely on Metrobus! How can the Capitol of the US not have a functioning public transit system?? This is crazy! Bus Service Do not remove routes that provide transportation for kids to get to/from DC public schools. Unless replacing with school buses or other transportation options, this would provide undue and extreme hardship for families with school buge children in the District. Bus Service The states (VA/MD) and DC governments need to do more to assist with the budgetary shortfall. Operating Budget, Management and Spending There needs to be a bigger effort to stop fare evaders, as I have seen large groups of people, usually kids, either jumping the gates or one person swiping their card and then multiple people going through the gate and no one says a thing. Fares/Fees/Parking Do not curveice to those who are trying to get to work - train frequency on weekdays is most Fares/Fees/Parking		
My children take the M4 to Deal and Jackson Reed on a daily basis along with many of their classmates. Bus Cutting this service will have a significant negative impact for many kids to get to school. Bus Service Buses are critical for accessibility to many neighborhoods that have no other options. Highways are not expected to run on a balanced budget, they are essential infrastructure for society. The same logic should apply to Metro. Bus Service M 4+ Miscellaneous I rely on Metrobus! How can the Capitol of the US not have a functioning public transit system?? This is crazy! Bus Service Do not remove routes that provide transportation for kids to get to /from DC public schools. Unless replacing with school buses or other transportation options, this would provide undue and extreme hardship for families with school age children in the District. Bus Service The states (VA/MD) and DC governments need to do more to assist with the budgetary shortfall. Operating Budget, Management and Spending There needs to be a bigger effort to stop fare evaders, as I have seen large groups of people, usually kids, either jumping the gates or one person swiping their card and then multiple people going through the gate and no one says a thing. Operating Budget, Management and Spending Fares/Fees/Parking Do not trervice to those who are trying to get to work - train frequency on weekdays is most		
Cutting this service will have a significant negative impact for many kids to get to school. Buse Service Buses are critical for accessibility to many neighborhoods that have no other options. Highways are not expected to run on a balanced budget, they are essential infrastructure for society. The same logic should apply to Metro. Operating Budget, Management and Spending M 4+ Miscellaneous I rely on Metrobus! How can the Capitol of the US not have a functioning public transit system?? This is crazy! Sus Service Do not remove routes that provide transportation options, this would provide undue and extreme hardship for families with school age children in the District. Bus Service The states (VA/MD) and DC governments need to do more to assist with the budgetary shortfall. Operating Budget, Management and Spending There needs to be a bigger effort to stop fare evaders, as I have seen large groups of people, usually the gate and no one says a thing. Operating Budget, Management and Spending Do not cervice to those who are trying to get to work - train frequency on weekdays is most Service	· · · · · · · · · · · · · · · · · · ·	Bus Service
Buses are critical for accessibility to many neighborhoods that have no other options. Highways are not expected to run on a balanced budget, they are essential infrastructure for society. The same logic should apply to Metro. M 4+ Irely on Metrobus! How can the Capitol of the US not have a functioning public transit system?? This is crazy! Do not remove routes that provide transportation for kids to get to/from DC public schools. Unless replacing with school buses or other transportation options, this would provide undue and extreme hardship for families with school age children in the District. The states (VA/MD) and DC governments need to do more to assist with the budgetary shortfall. There needs to be a bigger effort to stop fare evaders, as I have seen large groups of people, usually kids, either jumping the gates or one person swiping their card and then multiple people going through the gate and no one says a thing. Do not cut service to those who are trying to get to work - train frequency on weekdays is most		
expected to run on a balanced budget, they are essential infrastructure for society. The same logic should apply to Metro. M 4+ Irely on Metrobus! How can the Capitol of the US not have a functioning public transit system?? This is crazy! Do not remove routes that provide transportation for kids to get to/from DC public schools. Unless replacing with school buses or other transportation options, this would provide undue and extreme hardship for families with school age children in the District. The states (VA/MD) and DC governments need to do more to assist with the budgetary shortfall. There needs to be a bigger effort to stop fare evaders, as I have seen large groups of people, usually kids, either jumping the gates or one person swiping their card and then multiple people going through the gate and no one says a thing. Do not cut service to those who are trying to get to work - train frequency on weekdays is most		Bus Service
should apply to Metro. Operating Budget, Management and Spending M 4+ Miscellaneous I rely on Metrobus! How can the Capitol of the US not have a functioning public transit system?? This is crazy! Bus Service Do not remove routes that provide transportation for kids to get to/from DC public schools. Unless replacing with school buses or other transportation options, this would provide undue and extreme hardship for families with school age children in the District. Bus Service The states (VA/MD) and DC governments need to do more to assist with the budgetary shortfall. Operating Budget, Management and Spending There needs to be a bigger effort to stop fare evaders, as I have seen large groups of people, usually kids, either jumping the gates or one person swiping their card and then multiple people going through the gate and no one says a thing. Operating Budget, Management and Spending Fares/Fees/Parking Do not cut service to those who are trying to get to work - train frequency on weekdays is most		
M 4+ Miscellaneous I rely on Metrobus! How can the Capitol of the US not have a functioning public transit system?? This is Bus Service Do not remove routes that provide transportation for kids to get to/from DC public schools. Unless replacing with school buses or other transportation options, this would provide undue and extreme hardship for families with school age children in the District. The states (VA/MD) and DC governments need to do more to assist with the budgetary shortfall. There needs to be a bigger effort to stop fare evaders, as I have seen large groups of people, usually kids, either jumping the gates or one person swiping their card and then multiple people going through the gate and no one says a thing. Do not cut service to those who are trying to get to work - train frequency on weekdays is most		
I rely on Metrobus! How can the Capitol of the US not have a functioning public transit system?? This is crazy! Bus Service Do not remove routes that provide transportation for kids to get to/from DC public schools. Unless replacing with school buses or other transportation options, this would provide undue and extreme hardship for families with school age children in the District. Bus Service The states (VA/MD) and DC governments need to do more to assist with the budgetary shortfall. Operating Budget, Management and Spending There needs to be a bigger effort to stop fare evaders, as I have seen large groups of people, usually kids, either jumping the gates or one person swiping their card and then multiple people going through the gate and no one says a thing. Fares/Fees/Parking Do not cut service to those who are trying to get to work - train frequency on weekdays is most		
Bus Service Do not remove routes that provide transportation for kids to get to/from DC public schools. Unless replacing with school buses or other transportation options, this would provide undue and extreme hardship for families with school age children in the District. The states (VA/MD) and DC governments need to do more to assist with the budgetary shortfall. Operating Budget, Management and Spending Kids, either jumping the gates or one person swiping their card and then multiple people, usually the gate and no one says a thing. Do not cut service to those who are trying to get to work - train frequency on weekdays is most		Miscellaneous
Do not remove routes that provide transportation for kids to get to/from DC public schools. Unless replacing with school buses or other transportation options, this would provide undue and extreme hardship for families with school age children in the District. The states (VA/MD) and DC governments need to do more to assist with the budgetary shortfall. The states (VA/MD) and DC governments need to do more to assist with the budgetary shortfall. There needs to be a bigger effort to stop fare evaders, as I have seen large groups of people, usually kids, either jumping the gates or one person swiping their card and then multiple people going through the gate and no one says a thing. Do not cut service to those who are trying to get to work - train frequency on weekdays is most	I rely on Metrobus! How can the Capitol of the US not have a functioning public transit system?? This is	
replacing with school buses or other transportation options, this would provide undue and extreme hardship for families with school age children in the District. The states (VA/MD) and DC governments need to do more to assist with the budgetary shortfall. There needs to be a bigger effort to stop fare evaders, as I have seen large groups of people, usually kids, either jumping the gates or one person swiping their card and then multiple people going through the gate and no one says a thing. Do not cut service to those who are trying to get to work - train frequency on weekdays is most		Bus Service
hardship for families with school age children in the District. Bus Service The states (VA/MD) and DC governments need to do more to assist with the budgetary shortfall. Operating Budget, Management and Spending There needs to be a bigger effort to stop fare evaders, as I have seen large groups of people, usually Image and the multiple people going through kids, either jumping the gates or one person swiping their card and them multiple people going through Fares/Fees/Parking Do not cut service to those who are trying to get to work - train frequency on weekdays is most Fares/Fees/Parking		
The states (VA/MD) and DC governments need to do more to assist with the budgetary shortfall. Operating Budget, Management and Spending There needs to be a bigger effort to stop fare evaders, as I have seen large groups of people, usually kids, either jumping the gates or one person swiping their card and then multiple people going through the gate and no one says a thing. Fares/Fees/Parking Do not cut service to those who are trying to get to work - train frequency on weekdays is most Fares/Fees/Parking		
There needs to be a bigger effort to stop fare evaders, as I have seen large groups of people, usually kids, either jumping the gates or one person swiping their card and then mulitple people going through the gate and no one says a thing. Do not cut service to those who are trying to get to work - train frequency on weekdays is most		
kids, either jumping the gates or one person swiping their card and then mulitple people going through the gate and no one says a thing. Fares/Fees/Parking Do not cut service to those who are trying to get to work - train frequency on weekdays is most		Operating Budget, Management and Spending
the gate and no one says a thing. Fares/Fees/Parking Do not cut service to those who are trying to get to work - train frequency on weekdays is most Fares/Fees/Parking		
Do not cut service to those who are trying to get to work - train frequency on weekdays is most		
		Fares/Fees/Parking
important to keep people riding metro Bus Service		
	important to keep people riding metro	Bus Service

Comment	Category
Please keep the M4. It?s a vital way for folks without cars and either limited mobility or capacity to	
carry a lot to get from Connecticut Ave to Friendship Heights in a short period of time. Also, there are	
many doctor?s offices in Friendship Heights that elderly people on Connecticut Ave will have trouble	
accessing without the bus. Not everyone who lives in NW is wealthy and can afford to get an uber/taxi/	
etc and with an increasingly aging population the need is only likely to become greater.	Bus Service
Keep the D6 Metro bus line open.	Bus Service
As a Washington Metropolitan Area Transit Authority (WMATA) D2 bus rider and resident of Glover	
Park for over 32 years, I am strongly opposed to the loss of the WMATA D2 bus line. The proposal to	
lose the existing WMATA D2 bus line is short sighted and poorly planned. I question the data used to determine this action that would eliminate the D2 bus line. The D2 bus line is the only mass transit	
option available to serve residents, workers and visitors in the Glover Park, Burleith and upper	
Georgetown neighborhoods. Currently, the existing WMATA D2 bus line provides Glover Park residents	
with a direct connection to the Dupont Circle Redline Metro station which creates a vital link for	
residents to citywide jobs, services, educational and health care opportunities. By eliminating the	
existing WMATA D2 bus line, existing and future bus riders will seek quicker and faster options of travel	
such as private automobile or car services. Additional automobiles on roadways will increase the area?	
carbon footprint and air pollution levels as well as add to the city's already congested roadways. The D2	
bus line is efficient and extremely reliable in providing transit service to the Glover Park and	
surrounding neighborhoods. Its loss would impact the following individuals: ? Downtown workers and	
workers who connect to the Dupont Circle Redline Metro station for jobs located outside the	
downtown business core; ? Students at middle and high schools: Hardy, Duke Ellington, Georgetown	
Visitation School and at universities such as, Georgetown, George Washington, Catholic, Johns Hopkins,	
and Trinity; ? Residents seeking health care at downtown doctor?s offices, outpatient clinics, and	
hospitals; ? Low-income residents, residents of color, or foreign nationals, posted at embassies or	
international organizations, who do not own a car; Service workers who come into the Glover Park and	
surrounding neighborhoods; and ? Residents with disabilities who are D2 bus line dependent for their	
daily services and needs. WMATA should be arresting fare evaders which is one reason for the revenue	
shortfall instead of cutting D2 bus line service to residents who pay and need the bus service for their	
livelihoods. This proposal is completely short sighted and irresponsible and will only further antagonize	Bus Service
Many many kids in Chevy Chase and friendship heights use the M4, D31, 32 and 33 to get to school	
(Alice Deal Middle School and Jackson Reed HS) every day. This cut woudl have a devstating effect on	
families being able to get their children to school on time.	Bus Service
M4 and E2 buses are used by older persons and many without cars to get to work and doc appts in	
Friendship Hts. We are too far from metros to use them. The E6 is missed by me and others and no	
public input was solicited for this cut. Many will retire in Chevy Chase and will need public	
transportation to get anywhere in the city.	Bus Service
Many older folks who will retire in the Chevy Chase area found the elimination of E6 already a burden	
and cannot get to doc appts on Wisconsin Ave. Cutting E2 and M4 poses another problem for them and	
students getting to schools as well as day workers such as house cleaners getting to work. We live too	
far from metro stations to get there without buses	Bus Service
Elimination of the G12 and R12 routes cripples Greenbelt residents? use of Metrobus AND Metrorail.	
Specifically, the G12 bus route gets residents to/from the Greenbelt and New Carrollton Metro stations	
(and the R12 goes from the Greenbelt Metro to Deanwood Metro stations). These deliveries of people	
to Metrorail stations are critical! How are people supposed to get to work, especially those who do not	
drive a car and hence cannot get to the Metrorail parking lots from their homes? My son, who lives in	
Greenbelt, cannot drive a car by reason of a disability. But he is a dedicated federal government worker	
who relies on the G12 Metrobus and Metrorail to get him to work in Rockville on a 90-minute	
commute. He is a real fan of the Metro system (bus and rail), and enjoys his independent travel to and	
from his workplace. Please, please, don?t take that away from him! And please do not take the G12	
and R12 bus lines away from other Greenbelters. In addition to the issue of access to the New	
Carrollton and Greenbelt Metro stations, people depend on these lines for travel to Dr.s? Hospital and	
Greenway Plaza, for example. As a final comment, rather than eliminate or greatly reduce Metrobus	
and Metrorail service, please consider raising the fares to cover at least some substantial fraction of the	
shortfall in Metro's annual operating budget. The best solution involves the DC-MD-VA governments	
supplying more money to the Metro system. It is a disgrace that Metro has to be put in the position of	
considering draconian service cuts. Does Metro really want to make my son's work situation that stressful? That difficult? I pray the answer is 'no.' Don't do that to my son, and don't do that to	
thousands of other Greenbelt residents who rely on the G12 and R12 bus routes.	Operation Budget Management and Counding
	Operating Budget, Management and Spending
I strongly oppose the elimination or reduction of service on the M4, which provides critical transportation services to many in my area, particularly seniors who rely on it to reach Connecticut	
Avenue, where their doctors, grocery stores and drug stores, banks, library, and recreational	
opportunities are located.	Bus Service
As Disabled rider I rely on Metro Access to get to work and critical appointments.	MetroAccess
1. Unless you provide better safety at metro stations, make arrests of those jumping even your	
improved fare-styles, arrest those punks who turn the escalators off and no one ever notices, and	
provide buses that can handle the disabled, you could say ride for free and I wouldnt get on unless I	
absolutely had too. Too much crime, period. A shame for the nation's capital city.	Bus Service
Create Express Bus Service every 30 minutes from 6 am to 8 pm from Bethesda or Medical Center(Red)	
to Tysons (Silver) to increase ridership to Dulles, etc. Also, adopt a system like New York City that uses	
regular credit card payments rather than the SmartCards. It would be much easier for everyone.	Bus Service
Thank you for the survey. It shows that the service that I have received is well thought out and an on	
going work in progress.	Service Levels
Please do what is right	Miscellaneous
You missed something important The train workers need more training and higher salaries. They need	
inspiration to do their jobs better . I also don?t know if more maintenance will require more areas that	
will take away land that should be used for natural areas.	Rail Service
Georgetown University students already have limited options for public transit, please keep our campus	
accessible and support District youth who use public transit daily.	Bus Service
Don?t cut people and school kids off from taking the bus.	Bus Service
Give Georgetown University greater bus and metro access. Students want to use public transportation,	Due Camies
and gladly want to do so, but we are not given the option.	Bus Service
The proposed changes in the Maryland would be devastating to the most transit dependent	
populations. They are also the ones who will be excluded from participating in this survey. Do better.	
populations. They are also the ones who will be excluded from participating in this survey. Do better. These lines like F4 and F8 are the lifeline for some people and help them to travel between shopping	
populations. They are also the ones who will be excluded from participating in this survey. Do better. These lines like F4 and F8 are the lifeline for some people and help them to travel between shopping and employment centers, connecting them to Metro stations as well. F8 in particular would find more	Sanvice Levels
populations. They are also the ones who will be excluded from participating in this survey. Do better. These lines like F4 and F8 are the lifeline for some people and help them to travel between shopping and employment centers, connecting them to Metro stations as well. F8 in particular would find more use, if it had more reliable and frequent service. F4 is a very popular route, do not cut that.	Service Levels
populations. They are also the ones who will be excluded from participating in this survey. Do better. These lines like F4 and F8 are the lifeline for some people and help them to travel between shopping and employment centers, connecting them to Metro stations as well. F8 in particular would find more use, if it had more reliable and frequent service. F4 is a very popular route, do not cut that. I have used Metro bus and trains for over 40 years since moving here. I am a senior with low vision and	Service Levels
populations. They are also the ones who will be excluded from participating in this survey. Do better. These lines like F4 and F8 are the lifeline for some people and help them to travel between shopping and employment centers, connecting them to Metro stations as well. F8 in particular would find more use, if it had more reliable and frequent service. F4 is a very popular route, do not cut that. I have used Metro bus and trains for over 40 years since moving here. I am a senior with low vision and depend upon Metro to get anywhere in the city, including all of my important appointments. Please do	
populations. They are also the ones who will be excluded from participating in this survey. Do better. These lines like F4 and F8 are the lifeline for some people and help them to travel between shopping and employment centers, connecting them to Metro stations as well. F8 in particular would find more use, if it had more reliable and frequent service. F4 is a very popular route, do not cut that. I have used Metro bus and trains for over 40 years since moving here. I am a senior with low vision and depend upon Metro to get anywhere in the city, including all of my important appointments. Please do not take away my only means of transportation,	Service Levels Bus Service
populations. They are also the ones who will be excluded from participating in this survey. Do better. These lines like F4 and F8 are the lifeline for some people and help them to travel between shopping and employment centers, connecting them to Metro stations as well. F8 in particular would find more use, if it had more reliable and frequent service. F4 is a very popular route, do not cut that. I have used Metro bus and trains for over 40 years since moving here. I am a senior with low vision and depend upon Metro to get anywhere in the city, including all of my important appointments. Please do	

Comment	Category
Some of the bus routes being considered for elimination are essential connectors for school children	
and elderly to get to metro rail for longer distance travel or direct connection to groceries, doctors and other essentials for living in the city.	Bus Service
Decreasing service on bus routes and metro rails will just make fewer people take the metro as it	
becomes increasingly less practical for people. It?s already so hard to get to and from work in a timely	
manner and the metro is already such a huge cut of my budget.	Operating Budget, Management and Spending
PLEASE do not remove the D2. I depend on this to go to work and the grocery store every day.	Bus Service
In the media it doesn't sound like Metro is doing everything it can to help riders. So many rely on Metro and many would be stranded without it. More cars would be on the road. There are few, if any, viable	
options to travel. Riders should come first. Money should be allocated to safety too to.reduce crime	
and drug use in the system.	Fare Evasion/Safety/Crime
PLEASE do not reduce or remove the D2. I need this to go to work and get groceries.	Bus Service
Do not change the E4 line	Bus Service
Metro should be addressing fare evasion with effective solutions that stop jumping over gates before	
increasing prices or reducing operations. Otherwise this problem is perpetuating these issues. I regularly rely on the metro to get around DC, as I do not have a car. I have a disability that allows me	Fare Evasion/Safety/Crime
to get to the station most of the time, but the excessive standing required for lower service times	
would likely harm me. I use the metro to get to work, church, and all social gatherings. It's crucial to	
my ability to navigate the city, these impacts in service reductions would greatly decrease my ability to	
get out of the house.	Rail Service
The D2 route is the only metro bus route to serve Glover Park, including kids who attend Hardy Middle	
School. It is also the main way in which Glover Park residents may access metro rail through Dupont	
Circle Stopping service would cut an entire neighborhood off from public transport. Please continue this service!	Bus Service
Reducing or eliminating the G2, D6, and D2 lines would make georgetown university completely	
inaccessible by public transport. this is unacceptable and inequitable.	Bus Service
D2 could be less frequent, not at night, and only on weekdays. Necessary for kids to get to school, and	
people to get to work.	Bus Service
DO NOT ELIMINATE THE G2 ROUTE for the love of struggling grad students	Bus Service
Climate change is affecting our lives already and the true emergency is not to cut in public transportation but INCREASE it. We need less cars and more rail/ buses/ metro. Make it better and	
more affordable and people will use it. We need more not less. And these cuts will impact people of	
colors and/ or poor neighborhoods first. Those who need more public transportation.	Bus Service
Cutting the n2/n4/n6 service line on the weekend keeps most of cathedral heights area from being able	
to access downtown dc on the weekends!	Service Levels
Frequent, reliable scheduled bus service is essential to the success of the entire Metro/Metrobus	
system. Reducing frequency and cutting bus routes will weaken ridership/use of the entire system. DON?T GET RID OF THE M4!!!!!!!!	Bus Service Bus Service
Glover Park is cut off from metrorail and the metro bus is our only option to take public transport. I rely	
on the bus to get to work, doctor?s appointments etc. and there is a huge population in our	
neighborhood that does as well. These changes would be crippling to our day to day lives. I have	
boarded many buses where the smart trip tap pad doesn?t work so everybody is just allowed to ride for	
free. I would recommend fixing those and marginally raising fair prices to close the budget gap instead	
of taking routes and service away for DC citizens who need it. Eliminating the d2 would have a tremendous impact on the residents of this area, single parents/	Operating Budget, Management and Spending
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or	
working parents without access to vehicles. Please reconsider this proposal. We already have limited	Fares/Fees/Parking
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so	
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office.	Fares/Fees/Parking Bus Service
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am	Bus Service
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive.	
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am	Bus Service
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on	Bus Service Bus Service
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult.	Bus Service Capital Budget Bus Service
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don?t cut my bud routes	Bus Service
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take if from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don?t cut my bud routes Thanks for the valuable services you provide	Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Service Service
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don't cut my bud routes Thanks for the valuable services you provide DC Bus 80 - 6-10am and 3-7pm: Service keeps running every12 minutes	Bus Service
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don?t cut my bud routes Thanks for the valuable services you provide	Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Service Service
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don?t cut my bud routes Thanks for the valuable services you provide DC Bus 80 - 6-10am and 3-7pm: Service keeps running every12 minutes I am disabled and rely on the 21 to exet to work. I see students and other workers rely on this line every day. Cutting it would have huge impacts. We need more service, not less. We should have other sources of funding besides fare increases.	Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service Service Levels Bus Service Miscellaneous Capital Budget
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work weeke. Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don't cut my bud routes DC Bus 80 - 6-10am and 3-7pm: Service keeps running every12 minutes I am disabled and rely on the d2 to get to work. I see students and other workers rely on this line every day. Cutting it would have huge impacts. We need more service, not less. We should have other sources of funding besides fare increases. please don't cut the routes to georgetown (d2, d6, g2)	Bus Service Bus Service Capital Budget Bus Service Service Service Miscellaneous Capital Budget Bus Service
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don?t cut my bud routes Thanks for the valuable services you provide DC Bus 80 - 6-10am and 3-7pm: Service keeps running every12 minutes I am disabled and rely on the d2 to get to work. I see students and other workers rely on this line every day. Cutting it would have huge impacts. We need more service, not less. We should have other sources of funding besides fare increases. please don't cut the routes to georgetown (d2, d6, g2) I depend on the D2 to get to work. My wife depends on the D2 to get to work. My daughter depends on	Bus Service Bus Service Capital Budget Bus Service Service Service Miscellaneous Capital Budget Bus Service
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don?t cut my bud routes Thanks for the valuable services you provide DC Bus 80 - 6-10am and 3-7pm: Service keeps running every12 minutes I am disabled and rely on the d2 to get to work. I see students and other workers rely on this line every day. Cutting it would have huge impacts. We need more service, not less. We should have other sources of funding besides fare increases. please don't cut the routes to georgetown (d2, d6, g2) I depend on the D2 to get to work. My daughter depends on the D2 to get to school. Multiple teachers at Hardy Middle School and Stoddert Elementary depend on	Bus Service Bus Service Capital Budget Bus Service Service Service Miscellaneous Capital Budget Bus Service
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work weekends but please not during the work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don't cut my bud routes Don't cut my bud routes DC Bus 80 - 6-10am and 3-7pm: Service keeps running every12 minutes DC Bus 80 - 6-10am and 3-7pm: Service keeps running every12 minutes I am disabled and rely on the d2 to get to work. I see students and other workers rely on this line every day. Cutting it would have huge impacts. We need more service, not less. We should have other sources of funding besides fare increases. please don't cut the routes to georgetown (d2, d6, g2) I depend on the D2 to get to work. My wife depends on the D2 to get to work. My daughter depends on the D2 to get to school. Multiple teachers at Hardy Middle School and Stoddert Elementary depend on the D2 to get to work. Students use the D2 to get from DuPont to Hardy Middle School, there	Bus Service Bus Service Capital Budget Bus Service Service Service Miscellaneous Capital Budget Bus Service
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don?t cut my bud routes Thanks for the valuable services you provide DC Bus 80 - 6-10am and 3-7pm: Service keeps running every12 minutes I am disabled and rely on the d2 to get to work. I see students and other workers rely on this line every day. Cutting it would have huge impacts. We need more service, not less. We should have other sources of funding besides fare increases. please don't cut the routes to georgetown (d2, d6, g2) I depend on the D2 to get to work. My daughter depends on the D2 to get to school. Multiple teachers at Hardy Middle School and Stoddert Elementary depend on	Bus Service Bus Service Capital Budget Bus Service Service Service Miscellaneous Capital Budget Bus Service
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don?t cut my bud routes I hanks for the valuable services you provide DC Bus 80 - 6-10am and 3-7pm: Service keeps running every12 minutes I am disabled and rely on the d2 to get to work. I see students and other workers rely on this line every day. Cutting it would have huge impacts. We need more service, not less. We should have other sources of funding besides fare increases. please don't cut the routes to georgetown (d2, d6, g2) I depend on the D2 to get to work. My wife depends on the D2 to get to work. My daughter depends on the D2 to get to school. Multiple teachers at Hardy Middle School and Stoddert Elementary depend on the D2 to 31/33 to get to work. Students use the D2 to get from DuPont to Hardy Middle School, there is no their option if the cuts are made. Thank you for understanding how devastating this will be for our	Bus Service Bus Service Capital Budget Bus Service Bus Service Service Bus Ser
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work weeke? Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don?t cut my bud routes DC Bus 80 - 6-10am and 3-7pm: Service keeps running every12 minutes I am disabled and rely on the d2 to get to work. I see students and other workers rely on this line every day. Cutting it would have huge impacts. We need more service, not less. We should have other sources of funding besides fare increases. please don't cut the routes to georgetown (d2, d6, g2) I depend on the D2 to get to work. My wife depends on the D2 to get to work. My daughter depends on the D2 to get to work. My daughter depends on the D2 to get to work. My wife depends on the D2 to get to work. My daughter depends on the D2 to get to work. Students use the D2 to get form DuPont to Hardy Middle School, there is no their option if the cuts are made. Thank you for understanding how devastating this will be for our work and school. Proposed cuts will eliminate my ability to take public transit to work. I have been a D2 rider for 12 years. That's the only line that services our neighborhood. D1 was	Bus Service Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Miscellaneous Capital Budget Bus Service Bus Service Bus Service Bus Service
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don?t cut my bud routes Thanks for the valuable services you provide DC Bus 80 - 6-10am and 3-7pm: Service keeps running every12 minutes I am disabled and rely on the d2 to get to work. I see students and other workers rely on this line every day. Cutting it would have huge impacts. We need more service, not less. We should have other sources of funding besides fare increases. please don't cut the routes to georgetown (d2, d6, g2) I depend on the D2 to get to work. My wife depends on the D2 to get to work. My daughter depends on the D2 to get to school. Multiple teachers at Hardy Middle School and Stoddert Elementary depend on the D2 to get to work. Students use the D2 to get from DuPont to Hardy Middle School, there is no their option if the cuts are made. Thank you for understanding how devastating this will be for our work and school. Proposed cuts will eliminate my ability to take public transit to work. I have been a D2 rider for 12 years. That's the only line that services our neighborhood. D1 was previously eliminated. I can get behind reduced frequency but eliminating D2 atogether would be bad	Bus Service Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Miscellaneous Capital Budget Bus Service Bus Service Bus Service Bus Service
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don?t cut my bud routes Thanks for the valuable services you provide DC Bus 80 - 6-10am and 3-7pm: Service keeps running every12 minutes I am disabled and rely on the d2 to get to work. I see students and other workers rely on this line every day. Cutting it would have huge impacts. We need more service, not less. We should have other sources of funding besides fare increases. please don't cut the routes to georgetown (d2, d6, g2) I depend on the D2 to get to work. Students use the D2 to get from DuPont to Hardy Middle School, there is no their option if the cuts are made. Thank you for understanding how devastating this will be for our work ad school. Proposed cuts will eliminate my ability to take public transit to work. I have been a D2 rider for 12 years. That's the only line that services our neighborhood. D1 was previously eliminated. I can get behind reduced frequency but eliminating D2 altogether would be bad for commuters, students and businesses not to mention making an entire neighborhood, that doesn't	Bus Service Bus Service Capital Budget Bus Service Bus Service Bus Service Bus Service Miscellaneous Capital Budget Bus Service Bus Service Bus Service Bus Service
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work weeke Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don't cut my bud routes Thanks for the valuable services you provide DC Bus 80 - 6-10am and 3-7pm: Service keeps running every12 minutes I am disabled and rely on the d2 to get to work. I see students and other workers rely on this line every day. Cutting it would have huge impacts. We need more service, not less. We should have other sources of funding besides fare increases. please don't cut the routes to georgetown (d2, d6, g2) I depend on the D2 to get to work. My wife depends on the D2 to get to work. My didle School, there is no their option if the cuts are made. Thank you for understanding how devastating this will be for our work and school. Proposed cuts will eliminate my ability to take public transit to work. I have a metrorail access, less desirable. Please keep the D2 and balance it with rate increase and/or	Bus Service Bus Service Capital Budget Bus Service Bus Service Bus Service Miscellaneous Capital Budget Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don?t cut my bud routes I hanks for the valuable services you provide DC Bus 80 - 6-10am and 3-7pm: Service keeps running every12 minutes I am disabled and rely on the d2 to get to work. I see students and other workers rely on this line every day. Cutting it would have huge impacts. We need more service, not less. We should have other sources of funding besides fare increases. please don't cut the routes to georgetown (d2, d6, g2) I depend on the D2 to get to work. My wife depends on the D2 to get to work. My daughter depends on the D2 to gat to school. Multiple teachers at Hardy Middle School and Stoddert Elementary depend on the D2 to get for Loar are ande. Thank you for understanding how devastating this will be for our work and school. Proposed cuts will eliminate my ability to take public transit to work. I have been a D2 rider for 12 years. That's the only line that services our neighborhood, that doesn't have a metrorail access, less desirable. Please keep the D2 and balance it with rate increase and/or reduced service but not elimination.	Bus Service Capital Budget Bus Service Bus Service Bus Service Miscellaneous Capital Budget Bus Service Bus Service Bu
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work weeke Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don't cut my bud routes Thanks for the valuable services you provide DC Bus 80 - 6-10am and 3-7pm: Service keeps running every12 minutes I am disabled and rely on the d2 to get to work. I see students and other workers rely on this line every day. Cutting it would have huge impacts. We need more service, not less. We should have other sources of funding besides fare increases. please don't cut the routes to georgetown (d2, d6, g2) I depend on the D2 to get to work. My wife depends on the D2 to get to work. My didle School, there is no their option if the cuts are made. Thank you for understanding how devastating this will be for our work and school. Proposed cuts will eliminate my ability to take public transit to work. I have a metrorail access, less desirable. Please keep the D2 and balance it with rate increase and/or	Bus Service Bus Service Capital Budget Bus Service Bus Service Bus Service Miscellaneous Capital Budget Bus Service Bus Service Bus Service Bus Service Bus Service Bus Service
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don?t cut my bud routes Thanks for the valuable services you provide DC Bus 80 - 6-10am and 3-7pm: Service keeps running every12 minutes I am disabled and rely on the d2 to get to work. I see students and other workers rely on this line every day. Cutting it would have huge impacts. We need more service, not less. We should have other sources of funding besides fare increases. please don't cut the routes to georgetown (d2, d6, g2) I depend on the D2 to get to work. Students use the D2 to get from DuPont to Hardy Middle School and Stoddert Elementary depend on the D2 to get to school. Multiple teachers at Hardy Middle School and Stoddert Elementary depend on the D2 to get for for L2 years. Than's the only line that services our neighborhood. D1 was previously eliminated. I can get behind reduced frequency but eliminating D2 altogether would be bad for commuters, students and businesses not to mention making an entire neighborhood, that doesn't have a car so uncertoria that exervice but not elimination. Do not cut bus service that gets kids to school especially to Duke Ellington School of the Arts	Bus Service Capital Budget Bus Service Bus Service Bus Service Miscellaneous Capital Budget Bus Service Bus Service B
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don?t cut my bud routes Thanks for the valuable services you provide DC Bus 80 - 6-10am and 3-7pm: Service keeps running every12 minutes I am disabled and rely on the d2 to get to work. I see students and other workers rely on this line every day. Cutting it would have huge impacts. We need more service, not less. We should have other sources of funding besides fare increases. please don't cut the routes to georgetown (d2, d6, g2) I depend on the D2 to get to work. My wife depends on the D2 to get to work. My daughter depends on the D2 to get to school. Multiple teachers at Hardy Middle School and Stoddert Elementary depend on the D2 to get for 12 years. That's the only line that services our neighborhood. D1 was previously eliminated. I can get behind reduced frequency but eliminating D2 altogether would be ad for com work and school. Proposed cuts will eliminate my ability to take public transit to work. I have been a D2 rider for 12 years. That's the only line that services our neighborhood, that doesn't have a dre ord in the cut service have ble please keep the D2 and balance it with rate increase	Bus Service Capital Budget Bus Service Bus Service Bus Service Miscellaneous Capital Budget Bus Service Bus Service B
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don?t cut my bud routes Thanks for the valuable services you provide DC Bus 80 - 6-10am and 3-7pm: Service keeps running every12 minutes I am disabled and rely on the d2 to get to work. I see students and other workers rely on this line every day. Cutting it would have huge impacts. We need more service, not less. We should have other sources of funding besides fare increases. please don't cut the routes to georgetown (d2, d6, g2) I depend on the D2 to get to work. Students use the D2 to get from DuPont to Hardy Middle School, there is no their Dytion of the Cuts are made. Thank you for understanding how devastating this will be for our work and school. Proposed cuts will eliminate my ability to take public transit to work. I have been a D2 rider for 12 years. That's the only line that services our neighborhood, D1 was previously eliminated. I can get behind reduced frequency but eliminating D2 altogether would be bad for commuters, students and businesses not to mention making an entire neighborhood, that doesn't have a metoroial lice that gets kids to school especially to Dke Ellington School of the	Bus Service Bus Se
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work weeke? Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don't cut my bud routes Thanks for the valuable services you provide DC Bus 80 - 6-10am and 3-7pm: Service keeps running every12 minutes I am disabled and rely on the d2 to get to work. I see students and other workers rely on this line every day. Cutting it would have huge impacts. We need more service, not less. We should have other sources of funding besides fare increases. please don't cut the routes to georgetown (d2, d6, g2) I depend on the D2 to get to work. My wife depends on the D2 to get to work. My daughter depends on the D2 to get to school. Multiple teachers at Hardy Middle School and Stoddert Elementary depend on the D2 to get to work. Students use the D2 to get from DuPont to Hardy Middle School, there is no their option if the cuts are made. Thank you for understanding how devastating this will be for our work and school. Proposed cuts will eliminate my ability to take public transit to work. I have been a D2 rider for 12 years. That's the only line that services our neighborhood. D1 was previously eliminated. I can get behind reduced frequency but eliminating D2 altogeth	Bus Service Bus Service Capital Budget Bus Service Bus Service Miscellaneous Capital Budget Bus Service Bus Servic
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don't cut my bud routes Thanks for the valuable services you provide DC Bus 80 - 6-10am and 3-7pm: Service keeps running every12 minutes I am disabled and rely on the d2 to get to work. I see students and other workers rely on this line every day. Cutting it would have huge impacts. We need more service, not less. We should have other sources of funding besides fare increases. please don't cut the routes to georgetown (d2, d6, g2) I depend on the D2 to get to work. My wife depends on the D2 to get to work. My daughter depends on the D2 to get to work. My wile depends on the D2 to get to ourk. Students use the D2 to get for mDuPont to Hardy Middle School, there is no their option if the cuts are made. Thank you for understanding how devastating this will be for our work and school. Proposed cuts will eliminate my ability to take public transit to work. I have been a D2 rider for 12 years. That's the only line that services our neighborhood, bt ad desn't have a meton making an entire neighborhood, that doesn't have a metoral lacces), less kids to school especially to Duke Ellington School of the Arts Chi	Bus Service Bus Service Capital Budget Bus Service Bus Service Miscellaneous Bus Service B
 working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don?t cut my bud routes Thanks for the valuable services you provide DC Bus 80 - 6-10am and 3-7pm: Service keeps running every12 minutes I am disabled and rely on the d2 to get to work. I see students and other workers rely on this line every day. Cutting it would have huge impacts. We need more service, not less. We should have other sources of funding besides fare increases. please don't cut the routes to georgetown (d2, d6, g2) I depend on the D2 to get to work. My wife depends on the D2 to get to work. My daughter depends on the D2 or 31/33 to get to work. Students use the D2 to get from DuPont to Hardy Middle School, there is on their option if the cuts are made. Thank you for understanding how devastating this will be for our work and school. Proposed cuts will eliminate my ability to take public transit to work. I have been a D2 rider for 12 years. That's the only line that services our neighborhood, b1 was previously eliminated. I can get behind reduced frequency but eli	Bus Service Bus Service Capital Budget Bus Service Bus
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don't cut my bud routes Thanks for the valuable services you provide DC Bus 80 - 6-10am and 3-7pm: Service keeps running every12 minutes I am disabled and rely on the d2 to get to work. I see students and other workers rely on this line every day. Cutting it would have huge impacts. We need more service, not less. We should have other sources of funding besides fare increases. please don't cut the routes to georgetown (d2, d6, g2) I depend on the D2 to get to work. My wife depends on the D2 to get to work. My daughter depends on the D2 to get to work. My wile depends on the D2 to get to ourk. Students use the D2 to get for mDuPont to Hardy Middle School, there is no their option if the cuts are made. Thank you for understanding how devastating this will be for our work and school. Proposed cuts will eliminate my ability to take public transit to work. I have been a D2 rider for 12 years. That's the only line that services our neighborhood, bt ad desn't have a meton making an entire neighborhood, that doesn't have a metoral lacces), less kids to school especially to Duke Ellington School of the Arts Chi	Bus Service Bus Se
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don't cut my bud routes Thanks for the valuable services you provide DC Bus 80 - 6-10am and 3-7pm: Service keeps running every12 minutes I am disabled and rely on the d2 to get to work. I see students and other workers rely on this line every day. Cutting it would have huge impacts. We need more service, not less. We should have other sources of funding besides fare increases. please don't cut the routes to georgetown (d2, d6, g2) I depend on the D2 to get to work. Students use the D2 to get from DuPont to Hardy Middle School, there is no their option if the cuts are made. Thank you for understanding how devastating this will be for our work and school. Proposed cuts will eliminate my ability to take public transit to work. I have been a D2 rider for 12 years. That's the only line that services our neighborhood. D1 was previously eliminated. I can get behind reduced frequency but eliminating D2 altogether would be bad for commuters, students and businesses not to mention making an entire neighborhood, that doesn't have a metrorail access, less desirable. Please keep the D2 and balance it with rate incr	Bus Service Bus Service Capital Budget Bus Service Bus Service Miscellaneous Capital Budget Bus Service
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don?t cut my bud routes DC Bus 80 - 6-10am and 3-7pm: Service keeps running every12 minutes DC Bus 80 - 6-10am and 3-7pm: Service keeps running every12 minutes I am disabled and rely on the d2 to get to work. I see students and other workers rely on this line every day. Cutting it would have huge impacts. We need more service, not less. We should have other sources of funding besides fare increases. please don't cut the routes to georgetown (d2, d6, g2) I depend on the D2 to get to work. Students use the D2 to get from DuPont to Hardy Middle School, there is no their option if the cuts are made. Thank you for understanding how devastating this will be for our work and school. Proposed cuts will eliminate my ability to take public transit to work. I have been a D2 rider for 12 years. That's the only line that services our neighborhood. D1 was previously eliminated. I can get behind reduced frequency but eliminating D2 altogether would be bad for commuters, students and businesses not to mention making an entire neighborhood, that doesn't have a metrorail access, less desirable. Please keep the D2 and ba	Bus Service Bus Service Capital Budget Bus Service Bus Service Miscellaneous Capital Budget Bus Service
working parents without access to vehicles. Please reconsider this proposal. We already have limited access to public transportation and the need for the d2 is significant. I would pay an increased fare or eliminate service in the weekends but please not during the work week Please do not remove the D2. I take it from Glover Park to DuPont every day. I don't have a car so unclear how I'll get to my office. If the D2/D6 line goes away I would not have any way to get to work. I cannot afford to uber and am disabled, people like me rely on the bus system to survive. Please do not make Georgetown university and glover park transportation deserts! Instead focus on having fare boxes that work and better ways of collecting fares/funding. My family depends on the Deal buses for the kids and the M4 to the redline for work. We are a one car family and losing these lines would make our weekdays significantly more difficult. Don?t cut my bud routes Thanks for the valuable services you provide DC Bus 80 - 6-10am and 3-7pm: Service keeps running every12 minutes I am disabled and rely on the d2 to get to work. I see students and other workers rely on this line every day. Cutting it would have huge impacts. We need more service, not less. We should have other sources of funding besides fare increases. please don't cut the routes to georgetown (d2, d6, g2) I depend on the D2 to get to work. My wife depends on the D2 to get to work. My daughter depends on the D2 to get to school. Multiple teachers at Hardy Middle School and Stoddert Elementary depend on the D2 to get to school. Multiple teachers at Hardy Middle School and Stoddert Elementary depend on the D2 or 31/33 to get to work. Students use the D2 to get from DuPont to Hardy Middle School, thare is no their option if the cuts are made. Thank you for understanding how devastating this will be for our work and school. Proposed cuts will eliminate my ability to take public transit to work. I have been a D2 rider for 12 years. That's the only line that services our neighborhood	Bus Service Bus Service Capital Budget Bus Service Bus

Comment	Category
Why not implement fares for those using highways, in order to raise the budget? Why does the burden	
of the budget have to fall on the people who cannot afford other options? If you decrease services you	
are creating obstacles for someone trying to get to their job, trying to see family, trying to engage with	
their city and community. When you increase fares you force people to have to decide between a bus	
ride and eating, a metro ride or lunch, for many a metro or bus ride is the transit to their job, to their	
life. While the city?s car congestion increases, while it becomes more and more difficult for those native to dc to access their city, you are also limiting where people can access. How else are people	
expected to access their city, you are also limiting where people can access. How else are people expected to access the city if you reduce services?	Operating Budget, Management and Spending
The D6 and D2 metro buses are integral to employees at MedStar, the largest healthcare organization	
in the DC area, to get to work. Please reconsider eliminating these lines as it will cause a major problem	
for healthcare workers to get to work and serve the community.	Bus Service
Please keep the D2. In this area, we are very metrob£s dependent because there is no metro line	
nearby.	Bus Service
Please don?t cut the D2 my family and I use that bus everyday to get home from school and work. Their	
closest metro rail is 30mins walk away. That would disrupt us tremendously and many others in the	
Glover Park community	Bus Service
fund metro rather than putting money in the pockets of these predatory developers that are gentrifying	
the city and raising rent prices. fund affordable housing so people like me can actually AFFORD to live	
and work in the city. increase our quality of life, that's why we pay taxes. there is so much waste and	
corruption in spending, it is truly disgusting and the local and federal government officials should be	
ashamed of being so greedy.	Operating Budget, Management and Spending
I understand the need for budget cuts and appreciate the work you all are doing to keep the metro	
running to begin with. I rely on the metro to get just about anywhere. Rush hour on the red line at metro center and Farragut north get particularly crowded already so having fewer trains that come less	
often will make that worse.	Operating Budget, Management and Spending
Eliminating the D2 would cut off a vital route for Glover Park, where there is no Metro alternative. As	
would shortening the 31/33.	Bus Service
If you eliminate the d2 and d6 then hundreds of kids will have no way to get to school, on top of this	
the d6 is an incredibly inconsistent bus, and needs to be handled.	Bus Service
Surgical service cuts + fare payment enforcement please.	Bus Service
Please do not eliminate the T2 bus in Maryland. It is used widely by students and residents to travel	
down River Road to Friendship Heights. There is not another viable route available.	Bus Service
I work, among many others, work at Medstar Georgetown. This bus already comes ever 30-45 minutes	
when I get off work, at 11:30. To keep it short, we as healthcare workers need the D2, D6, and G2. I	
also need the E2. Please do not get rid of these buses	Bus Service
The M4 is the ONLY bus that goes in and out of my neighborhood (Barnaby Woods, DC), and I have	
relied on the M4, in particular to get around the city. It already is somewhat unreliable (doesn't stop at	
the relevant bus stop, seems to miss departure times), the last departure from Tenleytown is very early	
(requiring going to Friendship Heights instead and walking 45 minutes home), and doesn't run on	
weekends. There used to be an E bus option with a longer walk, but that no longer seems available. I mixed up the E2 with another E route in my earlier reply.	Rus Soniso
D6 is an essential route in DC. It might not be heavily used but the individuals who use this route are	Bus Service
reliant on the public transport system. If this route is discontinued, there are no other public transport	
options.	Bus Service
These proposed changes to both fares and service are unacceptable. They will force the loyal	
commuters currently taking Metro back into their automobiles. It will further exasperate low ridership	
by having workers double-down on Work From Home in lieu of coming into the office/ into the city for	
work. For some of the commuters further out from the city, the double-punch of a rider rate increase	
and parking rate increase will mean that the economics of driving to a parking garage may make more	
sense. The fact that service will be cut and time will be potentially double between cars means trains	
will be packed, which will increase the time it takes to unload and reload passengers at every stop. At	
certain point - it all stops making sense and people will simply abandon Metro into a death-spiral. Good	
Luck to those responsible for this decision - I will stop riding if this moves forward.	Fares/Fees/Parking
I would like to specifically address the elimination of the D2 bus line. The majority of my neighborhood	
relies on this bus line in order to easily move between our neighborhood (Glover Park) and the rest of	
DC. I rely on it every single day in order to access the redline and be able to go to work. Without it, my daily life would be significantly impacted to the point that I?d have to move to another neighborhood.	
Additionally, as a rider, I see just how much my line is used. Buses tend to be packed during peak hours,	
as many of us here rely specifically on the D2 to move around our neighborhood, go to work, and	Bus Service
Consider increasing other activities such as commuter tax, HOV incentives.	Bus Service
The N2/N6 bus route is incredibly important for giving metro access to seniors and people with low	
mobility. I live over a mile away from the nearest metro rail station and the next closest bus line is half	
a mile up hill. Eliminating the N2/N6 on the weekends would severely restrict me and a lot of residents	
in the many apartment buildings surrounding me. Please don?t cut weekend service of the route.	Bus Service
I desperately need the D2, D6 and 33. if you get rid of them I will cry. thank u for your consideration.	Bus Service
Do not decrease service of D2 it is the most helpful bus in Glover Park area to access community	
through Dupont	Bus Service
Please keep the D2 and D6 buses on the weekend. Hospital employees need to get to work	Bus Service
d2, d6, s2, s9 would impact staff ability to get to work	Miscellaneous
Please don't cut services to 33 and N Busses. I use those every day and if they are cut I won't be able to use them to get to and from work. It doesn't makes sense to cut back on busses in areas not served by	
the metro.	Bus Service
Please do not eliminate metrobus service D6, and to a lesser extent D2 and G2. D6 is heavily used by	
both patients & employees of MedStar Georgetown Hospital. This is a vital route to the hospital and	
must persist. Thank you!	Bus Service
D2 route is the only one that connects Glover Park to the rest of the metro network with the	
connection from Glover Park to Dupont. It would be very damaging for peoples commutes to drop or	
change the itinerary of this line.	Bus Service
We use the D2, D6, and G2 buses REGULARLY out at Georgetown and around glover park. Removing	
these routes would be incredibly inconvenient to getting around the area since there is no metro rail	
here. I also live in the Wheaton area and it would be very inconvenient to decrease red line	
trains/intervals of arrival to this location. Less personally, fare increases are a significant step that	
reduce accessibility to this important public service for so many people. Please reconsider!!	Bus Service
Enough is enough! While the U.S. pours billions into military spending, Virginia and D.C. residents	
drown in exorbitant taxes. Our hard-earned money disappears into a black hole of defense budgets	
while essential services like Metro buses are left to wither. It's a disgrace! Prioritize people over war machines and invest in our communities, not endless warfare. Our tax dollars deserve better than this	
shameful misallocation of funds.	Operating Budget, Management and Spending
Can we please stop reducing public transit options in a city largely focused on commuters? If budget is	
the concern, hire better lawyers and ask for a bigger budget.	Operating Budget, Management and Spending

Control Control Control Control Control Control The Mark part of the control Control Control The Mark part part of control Control Control	Commont	Catagony
he quedo prive pri	Comment	Category
The default is in a second a perform decay methods in the default is in a second and a perform decay methods in a second and a perform decay method in a sec		Bus Service
Inde academ of the Control in Status et al control in Structure Contro Structure Control in Structure Control in Structure Control in		
Res DN Que PANLS and PLONES be Found at the QUE PANLS AND PLONES AND PLONES AND PLONES AND PLONES A		
The dimension of the Di and Di Monselles in the Secret de la magnetic de la magne		
performant or equipre value of equ		Bus Service
 animate the server. but source but sour		
Nu Listen i dar 2 and 2 h 2 h 2 h 2 h 2 h 2 h 2 h 2 h 2 h 2		Bus Service
se he succes during out har, and if though process that have during beginning at for success of the success of the results of the subs of		
h then well to clean the well is near to example to bare and status to around the lean test per bare is the lean test per		
Hefner bestard were whether be 21 or 21, alow out build beef Hear Hear gets to Hear Hear Hear Hear Hear Hear Hear Hear		
Minuments owner when in the student to subthe The house Nut Ling The suff to suff the suff to super the suff to suff su		
he bernord between Station to New Termic. On weekees and late at right the Units on Softweekees and late at right the Units of Provide Statis at the Units		
hing under the set of		
for how of whe do not done, to us the iner out anout do a trangedy without provide proves their the constrainted for us, anout done, to us the constrainted for us the second tranged borders of uses the constrainted for uses the second tranged borders of uses the constraint	•	
alerande for u. Place conder my suggestors with company with the suggestor in understanding. Final years for understanding of the suggest of		
Backet 1. Down of sequent metrolics and ketholics parties. Bits ford a Description of the sequence set bits is description. Bits ford a Description of the sequence set bits is description. Bits ford a Description of the sequence set bits is description. Bits ford a Description of the sequence set bits is description. Bits ford a Description of the sequence set bits is description. Bits ford a Description of the sequence set bits is description. Bits ford a Description of the sequence set bits is description. Bits ford a Description of the sequence sequence set bits is description. Bits ford a Description of the sequence sequence set bits is description. Bits ford a Description of the sequence sequence set bits is description. Bits ford a Description of the sequence sequence set bits is description. Bits ford a Description of the sequence sequence set bits is description. Bits ford a Description of the sequence sequence set bits is description. Bits ford a Description of the sequence sequence set bits is description. Bits ford a Description of the sequence sequence set bits is description. Bits ford a Description of the sequence sequence sequence sequence se		
school, list bulk. The are NO UNEX ALTERNATUS for using the power of not englight book of the school is an independent of the		Bus Service
in production of the stand weight of stands in the standstands in the standstand in the stands in the stands in the stan	You can not eliminate a route that is students? ONLY form of public transportation to/from DC public	
Binance of the Add base onder a same acceptable project of properts of CPC 51 students. Insorder 40 mong. If young et roll the D2, C2, D8, and D9 literally with here one of a work on good to an univer rugbbase one of a work one of the D2 mong. Insorder 40 mong. If server et roll the D2, C2, D8, and D9 literally with here one of a work one of the D2 mong. Insorder 40 mong. If server and the acteut argoed here. All the server product to a work one of the D2 mong. Insorder 40 mong. If server and the acteut argoed here. All the server product to a server by or thom of the D2 mong. Insorder 40 mong. If server and the acteut argoed here. All the server bood to the Server bood to D1 mong. Insorder 40 mong. If server and the Server and the Server and the Server bood to D1 mong. Insorder 40 mong. If server and the Server and the Server and the Server bood to D1 mong. Insorder 40 mong. If server and the Server and the Server and the Server bood to D1 mong. Insorder 40 mong. If server and the Server and the Server and the Server and the Server and Server an		
In believe for increase fare than to carried. Increase in the administration of the admi		Due Camina
if you get role that 20, 20, 20, 20, 20, 20, 20, 20, 20, 20,		
in hand the support think the support think the support of the need the end of the proposed to the relation of the support of the relation		
Idepred no severa i deversation the start program family in moder to get to work were wight. If the bus were a deversation the start program family in whether body to bub. I choose bus in bub. Exclusion of the color of moder to explore of moder to get to work in were a deversation of the color of moder to explore of moder to get to work in the mode of the color of moder to explore of moder to get to work in the start in color of the color of moder to explore of moder to get to work in the start in the color of moder to work is were the 2.2 primarily to get to work in the start in the start in a start bubble to work is were the 2.2 primarily to get to work in the start is and start or work is and the to start the start in the fragility get to work in the start in the start in a start bubble to the color of public transit. If will do nothing bub devees the start is and the start protect of the color of public transit. If will do nothing bub devees the start is and the start protect of the color of public transit. If will do nothing bubble in the modership bubble in the form the color of public transit. If will do nothing bubble in the modership bubble in the start protect on the color bubble in the modership bubble in the start protect on the color bubble in the modership bubble in the start protect on the color bubble in the modership bubble in the start protect on the color bubble in the modership bubble in the start protect on the color bubble in the modership bubble is and the start protect on the color bubble is the modership bubble is and the start protect on the color bubble is the modership bubble is start in the start is and the to get protect is the start is and the to get protect is the start is and the start is ano		
service in fore-set of the extent proposed here, hou do not park to abo to the job Take when the inn hou factorial service and the option of palk transit, and the represent delays that would have aver the law in hou factorial service and the option of palk transit, and the represent delays that would have aver the law in hou factorial service and the option of palk transit, it will do nothing but decrease the law in hou factorial service and the option of palk transit, it will do nothing but decrease the interaction of the option of palk transit, it will do nothing but decrease the interaction of the option of palk transit, it will do nothing but decrease the interaction of the option of palk transit, it will do nothing but decrease the interaction of the option of palk transit, it will do nothing but decrease the interaction of the option of palk transit, it will do nothing but decrease the interaction of the option of palk transit, it will do nothing but decrease the interaction of the option of palk transit, it will do nothing but decrease the interaction of the option of the but, pricese laws in the option of palk but here in the multificably transit of the option of palk transit, it will do nother that dy in the option of the 12/33 down whooms, it is in office report the option of the option of the 12/33 down whooms, it is in office report the option of the option of the 12/33 down whooms, it is in the option of the option of the option of the 12/33 down whoo option of the option of the option option of the 12/33 down whoo option of the option of the option optio		Bus Service
Note in with our built of the set of the set of with our set of the set of with our set of the s		
lo bes no. C. because of the agent of public transit, and the proposed shares here would belie away the 14 alt of 31 own 34 own 45 own 45 own 45 own 45 to 120 to 2000. If a service the 14 alt of 31 own 34 own 45 own 45 own 45 own 45 own 45 to 2000. If a service the alter of 32 own 34 own 45 own 4		
somethy which makes this city great. Is off these changes word if wetch yeffecting waiting to word. Is use the 22 primarity toget to work i was the 31 as out off and the trains toget to work as well as to with tamily 1 equivale yout to work The increase in arrive fire is amfinited in the point of papilic trains it wall do nothing but decrease these finals off and the increase off the trains toget to work as and to papel well on the train toget of the comment of many includiants to decoget own I need this bus, please keep I operating. Includiants to decoget own I need this bus, please keep I operating. Includiants to decoget own I need this bus, please keep I operating. Includiants to decoget own I need this bus, please keep I operating. Includiants to decoget own I need this bus, please keep I operating. Includiants to decoget own I need to bus the as faster route in to the city that going on the \$1/38 Includiants to decoget own I need to bus the as faster route in to the city that going on the \$1/38 Includiants to decoget own I need to bus the as faster route in to the city that going on the \$1/38 Includiants to decoget own I need to bus the increase of the to route own and well own row consider Includiants the 20, Dec and CE served et agring the larse were our prose for this population. Column Includiants of the 20, Dec and CE served et agring in the larse were our prose for this population. Col Generating of the 20, Dec and CE served et agring the larse were our prose for this population. Col Includiants of the 20, Dec and CE served be agring the served in a wayset to and free served. In the effect of the 20, Dec and CE served be atter and the popel well actually city care bourt Wetraccess Includiants of the served to the served on the served in the serve		
A lot If meet changes would directly effect my ability to work. Tuse the 22 primarily to get to work. The lot work and the trains to get the work and the work of get to work and the using per out. The use of the ability of the terms are result for term		Bus Service
what i weakid of in these things are cut. In the instrume is instructed in the subsection of the point of public transit. It will do nothing bit decrease free feasion of the instrume of the subsection and for the commute of non mary individual to Georgenound i ease that has a please area in uperavation. In the subsection of the subsection of the subsection of the commute of non mary individual to Georgenound i ease that has a please area in uperavation. In the subsection of the subsection of the subsection of the commute of non mary individual to Georgenound i ease area in the subsection of the subs		
The increase is service from E. antihitect of the paper of paper frame. If will de nothing but decrease in the balling of tare of brower class families and drive up fare expansion. Fare Exation/Safety/Cime Methods to Geographic Prove class families places keep is operating. Due Service frame Service framework is a fare frame to the commute of so may but service framework is a fare frame to the chick that any one the 21,23 but service framework is a fare frame to the chick that any one the 21,23 but service framework is a fare frame to the to chick that any one the 21,23 but service framework is a fare frame to the to chick that any one the 21,23 but service framework is a fare frame to the to chick that any one the 21,23 but service framework is a fare frame to the chick that any one the 21,23 but service framework is a fare frame to the to chick that any one the 21,23 but service framework is a fare frame to the to chick that any one that 21,23 but service framework is a fare frame to the to chick that any one that a fare frame to the chick that any one that a fare frame to the chick that any one to the chick that any one that a fare frame to the chick that any one to chick the chick that any one to proposed of the a service. The outper service is a but service framework that and the proparation. Chick the chick that any one framework that any one to propare frame that the chick that any one framework that any one to propare framework that any one to propare framework that any one framework that the service one propare framework that any one framework that an		
he abit of taxe for low-c close families and drive up are exact		Rail Service
Piese do not eliminate the G2 but it is essential for my commute and for the commute of a many dividuals to Geographic section 11 need this but, please keep it operating. Bus Service double the the dividuals to Geographic section 11 need this but, please keep it operating. Bus Service double the dividual to Geographic section 11 need to but, please keep it operating. Bus Service double the dividual to Carbon 11 need to but, please keep it operating on the 21/3 and construction of the G2 bus. That bus serves a lot of people with o the list Dus Service double the dividual to Carbon 11 need to but, please double the dividual to Carbon 11 need to but, please double the dividual to Carbon 11 need to but, please double the dividual to Carbon 11 need to but, please double the dividual to Carbon 11 need to Carbon 11 need to the dividual to Carbon 11 need to Carbon 11 need to the dividual to Carbon 11 need t		Fare Europian /Safety /Crime
individual to Georgetown In need this bus, please leep to operating. bus Service multifamily buildings in Glover Park and can be a faster route in to the city than going on the 31/33 does will be of the one routed during should multiple to the should will is on the let all us Service liminating the D2, D6, and C2 service through Georgetown will cause service used the should be used to the comparison of the car by carsing the lease will be to rede a blow of the carse the should and the routed during should multiple to the should an our or ourself will be to rede a blow carse blow should an our ourself will be to rede a blow carse blow should an our ourself will be to rede a blow service to the reservice blow and the routed will be to rede a blow should be lease will be to rede a blow should be lease will be to rede a blow should be lease will be to rede a blow should be lease will be to rede a blow should be lease will be going the methor. Fills be lease and the reservice blow should be rede to reserve the reservice blow should be rede to reserve the methor. Fills be lease and the reserve the r		Fare Evasion/sarety/crime
multimini buildings in Glover Park and can be a faster route in to the city than going on the 3/33 down Wicconsin. It of been rowed down going will cause serious hardship to the students unversity and DCS- and residents who rely on those routes. WMAT has an proposed alternatives be serious the serious for the proposed cuts have alternative metroral service. Bus Service Composed alternatives be service DC is trying for the cars by creating ble lanes why would you now consider after part unables of the cars by creating ble lanes why would you now consider and they are unables of the cars by creating ble lanes why would you now consider and they are unables of the cars by creating ble lanes why would you now consider after part unables of the cars by creating ble lanes why would you now consider after part unables of the cars by creating ble lanes why would you now consider and they are unables of the cars by creating ble lanes why would you now consider after part takes the MA to Data Midd School every morning. If this line is cancelled, the maxes there dot at a part way the there service and proper with a study was the methor relation and mary dots be for the study and the service and mary the there service on proper with a study. That is my cancelled with a study was the methor of the part takes the faret/sec/Parking faret		Bus Service
down Wichowski Lis often croweld during school months. Unit down and understand why Lis on the Ling. Bus Service limitanting the 2D, 50, and G2 service through Georgebown will cause service handwidthy to the students university and DCFS - and residents who rely on those routes. WMATA has no propoed alternatives for there notes. Many of the other proposed cits have alternative metroral laword own own consider cuting out services for down 20 services people to gt at annual? Many delethy degend on metro service, and they are unable to fide a bike, so the increased bike lanes serve no purpose for that appollation. DC georement official fields for down 20 services and they are unable to fide a bike, so the increased bike lanes serve no purpose for that appollation. DC georement official fields well and be allowed with people well actually care about the needs of tax paying residents. Multi Lis miss to school every morning. If this line is cancelled, the and many and there yeak well deleters on both Statuday and Sunday. That is my ole mean of transportation on Calverton BM and Galwy. Drive on Sher Spring to making to an afform figgs fransformation to file care and more on the proposed of the well ware and more paying residents to black Bingeing school of the Arts. Ral Service fransformation on Calverton BM and Galwy. Drive on Sher Spring to making to an afform figgs fransformation on Calverton BM and Galwy. Drive on Sher Spring to neally need because service hore add with a busies sub statuday and Statuday and would be disatrus if cut throughout the well. Thanks. Ral Service fransformation of the G2 bus route. Georgebown University is already unaccessible to throughout the well. Thanks. The DB and Ma are busies sub of the ford on the Arts and throughout the well. Thanks. Service fransformation of the G2 bus route. Georgebown University is already unaccessible to the route all filences for a difficult del cut record on the share status status del tax the forour geore To filence on the bus the		
Eliminating the D2, D6, and C2 service through corpectors will cause service hardship to the students winers will be a service will be a service will be service will be servi		
university and CPS - and residents who rely on those routes. WMAT has no proposed alternative of hose routes. MmAT has no proposed alternatives of hose routes description of the other proposed cuts have alternative metroral area. Bus Service automative metroral area with would you now consider cuts now alternative propel to get a cutority and there say how ould you now consider cut and they are unable to ride a bike, so the increased bike lanes serve no purpose for that population. De gervennet of fortics fored a complete overbal and be replaced with propels the sacuelled, she and may cuter complete to ride a bike, so the increased bike lanes serve no purpose for that population. De gervennet of fortics fored to walk 1.5 miles to school every morning. If this line is cancelled, she and may cuter complete line resources of the advectors. Method complete line resources of the propels will actuality use the metro. reliably equals more rider fore reliably equals more riders reliably equals more ride		Bus Service
those routes. Many of the other proposed cuts have alternative metrous levice. Bus Service Since DC is trying for greepping not other car by creating ble lanes sky would you now constructs. Sin Service Since DC is trying for greepping not other car by creating ble lanes sky would you now constructs. Metro Access government/officials need a complete overhaul and be replaced with people who actually care about thereads of tax paying residemts. MetroAccess My daughter takes the MA to Deal Middle School every morning. Bus Service decrease fares and increase services as people will actually use the metro. reliably equals more nders and more public inderest on a law Sorvice inderest fares and increase services as beaple will actually use the metro. reliably equals more nders and more public inderest on a law Sorvice inderest fares and increase services to both Saturday and Sunday. That is my sole man of transportation on calverton Bivd and Gavay Drive on Silver Spring to navigate to and from Briggs from adverton Bivd and Gavay Drive on Silver Spring to ten avigate to and from Briggs from adverton Bivd and Gavay Drive to Dives from schools in NV, and would be disactross for decemption and the service. Bus Service Rail Service Bus Service Bus Service Bus Service Other bas stud Adva rought Not Bivd Bordon. There is realy no alternative - unless Bus Service Bus Service Other abuses used by students. Commute to the Metroral to get to work. This will be due dual to advereable stato MetroAuccess Bus Service </td <td></td> <td></td>		
Since DC: styling to force popele not to drive cars by creating bile lanes why would you now consider curiting out services? How dyou use propele togit a nound? Many defert depend on metro service, and they are unable to ride a bike, so the increased bike lanes serve no purpose for that population. Dc generated? How dyou use problem and be replaced with people who actually care about the needs of tax paying residents. Method to all Middle School every morning. If this line is cancelled, the and many other Deal students will be forced to walk 1.5 miles to school every morning. The service and more rides and noncrease services people will actually use the metro. reliably equals more rides and noncrease services people will actually use the metro. reliably equals more rides and noncrease services people will actually use the metro. reliably equals more rides and service and the service on both Saturday and Sunday. That is ny sole mean of transportation on Calverton Bkd and Galway Dheiro on Silver Spring hento Status and a more ying Metro Status to buse the metro. The Silve and Ma are buses used by students coming from school is n.W. and would be diastross if cut seguration to the set inster buse to metro. There is really no alternative - unless you can walk 2.5 while is the only sensite to buse Silver for the set water. It defines for our upper NM neighborhood. There is really no alternative - unless you can walk 2.5 while the definition for a transportation on state to the set intervity is rateady unacessible via head waters blave to the Metroral to get to work. This will be alternative and the set water and the real students are for the origit to set to work. This will be alternative and the set water weeks thanks. The and the origin fare a stupid as that Metroral is a stop of a water to keep promising Status show to more the bas to as do no work is a stop of a water to keep promising Status show to metro the weight and on to fare the promising form stop weeks thanks. There alter of the origit has a stop of a wa		Bus Service
and they are unable to ride a bike, so the increased bike lanes serve no purpose for that population. DC government/officials need a complete overhaul and be replaced with population and the notatual year over a service overhaut and be replaced with population and the notatual year overhaut and be replaced with population and the notatual year overhaut and be replaced with population and the notatual year overhaut and be replaced with population and the notatual year overhaut and the notatual year over here and the notatual year overhaut to not not the notatual year overhaut to not not not not not not not not not		
government/officials need a complete overhall and be replaced with people who actually care about hereeds of tax people regimes with the officed to the people seture of the set and many there herees of tax people will actually use the metro. reliably equals more riders and more public interest. Be walk 15 miles to school every morning. Bus Service decreases fares and increase services to people will actually use the metro. reliably equals more riders and more public interest. Fares for the set of the	cutting out services? How do you expect people to get around? Many elderly depend on metro service,	
he needs of tax paying residents. MetroAccess MetroAcc		
My dupther takes the M4 to Deal Middle School every morning. If this line is cancelled, she and many but Poel studies with 15 miles to school every morning. Bus Service decrease fares and increase service so people will actually use the metro. reliably equals more riders fares and increase service so people will actually use the metro. reliably equals more riders fares and increase service so people will actually use the metro. reliably equals more riders fares and increase service so people will actually use the metro. reliably equals more riders fares and increase service so people will actually use the metro. reliably equals more riders fares and increase service so people will actually use the metro. reliably equals more riders for the metro. The De and M4 are buses used by students coming from schools in NW, and would be disastrous if cut the specially the De inhich is the only service to Dube Ellington School of the Arts. Bus Service Bus Service Dube Ellington School of the Arts. Bus Service for the ellination of the 22 bus route. Georgetown University is already nancessible via Bus Service Bus Service Dube Ellington Nuo really metroral to get to work. This will be ellination of the 22 bus route. Georgetown University is already nancessible via Metroral to get the real the oral to real thercrail to get the oral to real thercrail to get the real to and the would make it unaccessible via Metroral to get to work. This will Bus Service Bus Serv		
other Deal students will be forced to walk 1.5 miles to school every moming. Bus Service offerease forts and increase service so people will actually use the metro. reliably equals more riders fares/fees/Parking Please relatin the Z6 weeklend service on both Saturday and Sunday. That is my sole mean of fares/fees/Parking Please relatin the Z6 weeklend service on both Saturday and Sunday. That is my sole mean of fares/fees/Parking Please relatin the Z6 weeklend service on both Saturday and Sunday. That is my sole mean of fares/fees/Parking Rail Service Rail Service Chaney and Silver Spring. Metro Station. Rail Service Ray and Silver Spring. Nettoents on upper VM neighborhood. There is relating no alternative - unless gaus Service you can walk 20-25mits to Wisconsin Ave or Tenleytown. You really need to keep these lines in service gaus Service I'd on to support the elimination of the G2 bus to commute to the Metrorail to get to work. This will mean most underschler wolk dweet to mean of the wold make it unaccessible via Metrorails cowling. Cowl-19 to its null Fare fare lumping free Gate? And now for a year to keep promising Salow Shyle larger fare Gates - and now to have the balis to ask for a multin-million dollar fare increase sourcide fire Problem. While shyle fare Voltem Multin and seep people of ali shin corresa courge for Main Multin Source on the sourcide of ali shin corresa courge for Aligner Prove Prove Providered the smaller, shorter Fare Fare Fare Humping free Gates for thue for the fund of ti, white I glady pay		MetroAccess
and more public interest Please retain the Z6 weekend service on both Saturday and Sunday. That is my sole more of transportation on Calveton BWa and Galway Drive on Silver Spring to navigate to and from Briggs Chaney and Silver Spring Metro Station. Rail Service Bus Servic		Bus Service
Piese retain the 25 weekend service on both Saturday and Sunday. That is my sole mean of transportation on Calverton BM of and Galway Drive on Silver Spring to avaigate to and from Briggs Chaney and Silver Spring Metro Station. The D6 and M4 are busses used by students coming from schools in NW, and would be disatrous if out especially the D6 which is the only service to Duke Ellington School of the Arts. Bus Service W2,N4 and N6 are vtail Hielmes for our upper NW neighborhood. There is really no alternative - unless you can wak 20-25 mins to Wisconsin Ave or Tenleytown. You really need to keep these lines in service throughout the week. thanks. De on to support the elimination of the G2 bus route. Georgetown University is already unaccessible via Metrorali and this would make it unaccessible via Metrobus. As someone who lives in the englobchood, Lives planning on using the G2 bus to commute to the Metrorail to get to work. This will make many students' work commutes more difficult. Bus Service I am absolutely angry and irate at Metrorail over its ridiculous Fare Gates and now for a year to keep promising 'Saloon Style' larger Fare Gates. The Cates of the fare multi-million-Collar Fare englegouwyl, It makes me feel as stupid as that Metrorail and see people of all skin colors and socioeconnic statuse; jumping the Fare Gates for the multi-million-Collar Fare englegouwyl, It makes me feel as stupid as that Metrorail Executive who ordered the smaller, shorter Fare Gates when the electronic targets are classes on the modif, while I gladyl pay my Fare religiouwyl, It makes me that stupid? You bet I'm angry. Metrorail announced the 'Saloon Style Fare Gate' deformostration project in August 2203 - and absolutely no progress has been made while millions of dollars in Fare Increases while enabling and damn near encouraging riders to jump the Fare Gate? Do you think we are that stupid? You bet I'm angry. Metrorail announced the 'Saloon Style Fare Gate' defornostratin on project in August 2203 - and absolutely no progress	decrease fares and increase service so people will actually use the metro. reliably equals more riders	
transportation on Calveron Bird and Galway Drive on Silver Spring to navigate to and from Briggs Chaney and Silver Spring Metro Station. Rail Service Rail Servic		Fares/Fees/Parking
Chaney and Silver Spring Metto Station. Rail Service The D6 and M4 are busses used by students coming from schools in NW, and would be disastrous if cut Bus Service Bus And W6 are vital lifelines for our upper NW neighborhood. There is really no alternative - unless Bus Service Wou can walk 20-25mins to Wisconsin Ave or Tenleytown. You really need to keep these lines in service Bus Service Ido not support the elimination of the G2 bus route. Georgetown University is already unaccessible via Bus Service Bus Bervice Bus Service Iam absolutely angry and itate at Metrorali to get to work. This will Bus Service Bus Service Bus Service Gates that are smaller and shorter than the original Fare Gate problem that adds to the area lumning free Rider Problem. What a stupid ide ad uring Covid-19 to Install Fare Bus Service Gates that are smaller and shorter than the original Fare Gates for the fun of it, while I glady pay my Fare Fare Gates - and now to have the balls to ask for a multi-million-dollar Fare Increase coupled with Service CUV bub til m angry. Metorial assource the one of the work orgen the stupies to you think was proming and adman near encouraging riders to jump the Fare Gates of the fun of it, while I glady pay my Fare Gates when the electronic targets were installed during Covid-19. I mean, who's zooming who here? You want millions of follars in Fare Increases with enabling and daman near encouraging riders to jump the Fare Gate? Jou bub til m ang		
The D6 and M4 are busses used by students coming from schools in NW, and would be disatrous if cut especially the D6 which is the only service to Duke Ellington School of the Arts. SQL and NG are vital lifelines for our upper NW neighborhood. There is really no alternative - unless you can walk 20-25mins to Wisconsin Ave or Tenleytown. You really need to keep these lines in service throughout the week, thanks. I do not support the elimination of the G2 bus route. Georgetown University is already unaccessible via Metrorali. As to mance shows more other lines in service in the neighborhood, I was planning on using the G2 bus to commute to the Metrorail to get to work. This will make that Metrorail work commutes more difficult. The make students' work commutes more difficult. The make students' work commutes more difficult. The make many students' work commutes that stupid idea during Covid-19 to install Fare Gates. States that are smaller and shorter than the original Fare Gate, and now for a year to keep promising shorter than the original Fare Gate, and now for a year to keep promising shorter than the original Fare Gate, and now for a year to keep promising shorter than the original Fare Gate, and now for a year to keep promising shorter fare Gates when the rating Metrorail and store people of all skin colors and socioeconomic statuses jumping the Fare Gates for the fun of it, while I glady pay my Fare religiouxly, it makes me feel as stupid as that Metrorail iover who ordered the smaller, shorter Fare Gates were installed during Covid-19 to install Fare Gates or were that stupid You be I'm angry. Metrorail and socoming who there? You want millions of dollars in Fare Increases while enabling and damn near encouraging riders to jump the Fare Gate? You be I'm angry. Metrorail Announced the 'Saloon Style Fare Gates' demonstration project in August 2023 - and absolutely no progress has been made while millions of dollars in Fare Increases upper gates that 35% of your budge stould be invested in Statinos- an		Rail Service
especially the D6 which is the only service to Duke Ellington School of the Arts. N2,N4 and N6 are vital lifelines for our per NW neighborhood. There is really no alternative - unless you can walk 20-25mins to Wisconsi Ave or Tenleytown. You really need to keep these lines in sev throughout the week. thanks. I do not support the elimination of the G2 bus route. Georgetown University is already unaccessible meighborhood, I was planning on using the G2 bus to commute to the Metrorail to get to work. This will meighborhood, I was planning on using the G2 bus to commute to the Metrorail to get to work. This will meake many students' work commutes more difficut. Bus Service I am absolutely angry and irate at Metrorail ore its ridiculous Fare Gate problem that adds to the already terrible Ridier Policie. What a studio life aduring Covid-19 to install Fare Gates that are smaller and shorter than the original Fare Gate, and now for a year to keep promising 'Saloon Style' larger Fare Gates - and now to have the balls to ask for a multi-million-dollar Fare Gates when the electronic targets were installed during Covid-19 to install fare Gates when the electronic targets were installed during Covid-19 to install sho colors and socioeconomic statuses jumping the Fare Gates for the fun of ti, while I glady pay my Fare religiously, it makes me feel as studied as to all sho colors and socioeconomic statuses jumping the Fare Gates for the noriging riders to jumping the Fare Gate? Do you thik we are that studied? You bet I'm angry. Metrorail announced the 'Saloon Style Fare Gate? Do you thik we are that studied? You bet I'm angry. In the allocation of the Budget that you requested, I stipulated in my own estimates that 35% of your budget should be invested in Station - inducement for more cinne on Metrorail. You bet I'm angry. In the allocation of the Budget that you requested, I stipulated in my own estimates that 35% of your budget should be invested in Station - inducement for more cinne on Metrorail. You bet I'm angry. Metre		
you can walk 20-25mix to Wisconsin Ave or Tenleytown. You really need to keep these lines in service bus Service b		Bus Service
throughout the week. thanks. Bus Service 1 d on to support the elimination of the G2 bus route. Georgetown University is already unaccessible via Bus Service Wetrorail and this would make it unaccessible via Metrobus. As someone who lives in the neighborhood, I was planning on using the G2 bus to commute to the Metrorail to get to work. This will make many students' work commutes more difficult. Bus Service I am absolutely angry and late at Metrorail over its ridiculous Fare Gate problem that adds to the already terrible Fare Jumping Free Rider Problem. What a stupid idea during Covid-19 to install Fare Gates smaller and shorter than the original Fare Gate, and now for a year to keep promising 'Saloon Style' larger Fare Gates - and now to have the balls to ask for a multi-million-dollar Fare Increase coupled with Service Cuts. What jerks. When I'm riding Metrorail and see people of all skin colors and socieconomic statuses jumping the Fare Gates for the run of it, while 1 glady pay my Fare religiously, it makes me feel as stupid as that Metrorail and see neoduraging riders to jump the Fare Gates? Due to this adsolutely no progress has bee made while millions of dollars in Fare Increases while enabling and damn near encouraging riders to jump the Fare Gate? Due to use timus adsolutely no progress has bee made while millions of dollars of revenue have been sphoned off by Fare Jumpers. This isn't equity - it's an inducement for more crime on Metrorail. You bet I'm angry. In the allocation of the Budget that you requested, 1 stipulated in my own estimates that 35% of you to budget should be invested in Stations- and that's what it will take to install your damn Saloon Style Fare Gate also Should be norested in Stations- and that's what it will take to install own as also come should be invested in Stations- and that's what it will take to instation that the Staton inducement fo		
i do not support the elimination of the G2 bus route. Georgetown University is already unaccessible via Metrorail and this would make it unaccessible via Metrobus. As someone who lives in the neighborhood, I was planning on using the G2 bus to commute to the Metrorail to get to work. This will make many students' work commutes more difficult. I am absolutely angry and irate at Metrorail over its ridiculous Fare Gate problem that adds to the already terrible Fare Jumping Free Rider Problem. What a stupid idea during Covid-19 to install Fare Gates that are smaller and shorter than the original Fare Gate, and now for a year to keep promising 'Saloon Style' larger Fare Gates - and now to have the balls to ask for a multi-million-dollar Fare Increase coupled with Service Cuts. What jerks. When I'm riding Metrorail and see people of all skin colors and socioeconomic statuses jumping the Fare Gates for the fun of it, while Igladly pay my Fare religiously, it makes me feel as stupid as that Metrorail Executive who ordered the smaller, shorter Fare Gates when the electronic targets were installed during Covid-19. I mean, who's zooming who here? You want millions of dollars in Fare Increases while enabling and damn near encouraging riders to jump the Fare Gate' demonstration project in August 2023 - and absolutely no progress has been made while millions of dollars of revenue have been siphoned off by Fare Jumpers. This isn't equity - it's an inducement for more crime on Metrorail. You bet I'm angry. In the allocation of the Budget that you requested, I stupidated in my own estimates that 35% of your budget should be invested in Stations - and that's what it will take to install your damn Saloon Style Fare Gates if you do it this year, guickly, and at least do it before you have the nuts to come back and ask for another Fare Increase stary or You. You, you don't hear me or us. Every time a Fare Jumpers stals any, We Hear You. 'No, you don't hear me or us. Every time a Fare Jumpers tas say, We Hear Yo		Pur Convico
Metrorail and this would make it unaccessible via Metrobus. As someone who lives in the neighborhood, I was planning on using the G2 bus to commute to the Metrorail to get to work. This will make many students' work commutes more difficult. Bus Service I am absolutely angry and irate at Metrorail over its ridiculous Fare Gate problem that adds to the are addy terrible Fare Jumping Free Rider Problem. What a stupid idea during Covid-19 to install Fare Gates malker and shorter than the original Fare Gate, and now for a year to keep promising 'Saloon Style' larger Fare Gates - and now to have the balls to ask for a multi-million-dollar Fare Increase coupled with Service Cuts. What jerks. When I'm riding Metrorail and see people of all sin colors and socioeconomic statuses jumping the Fare Gates for the fun of it, while I gladly pay my Fare Fare Gates shule and the terorail Executive who ordered the smaller, shorter Fare Gates Point on the were installed during Covid-19. I mean, who's zooming who here? Bus Service You want millions of dollars in Fare Increases while enabling and damn near encouraging riders to jump the fare Gate? Do you think we are that stupid? You bet I'm angry. Metrorail announced the 'Saloon Style Fare Gate' demonstration project in August 2023 - and absolutely no progress has been made while millions of dollars of revue have ben siphoned off by Fare Jumpers. This is n't equity - it's an inducement for more crime on Metrorail. You bet I'm angry. In the allocation of the Budget that you requested, I stipulated in my own estimates that 35% of your budget should be invested in Stations - and that's what it will take to install on yoing the Fare Gates if you do it this year, quity, vis an inducement for more crime on Metrorail. You be I'm angry. How signs at Fort Totten Station indicating that the Saloon Style Fare Gate demonstration project is underway also display the t		םטג אוועות
neighborhood, I was planning on using the G2 bus to commute to the Metrorail to get to work. This will make many students' work commutes more difficult. Bus Service Lam absolutely angry and irrate at Metrorail over its ridiculous Fare Gate problem that adds to the already terrible Fare Jumping Free Rider Problem. What a stupid idea during Covid-19 to install Fare Gates that are smaller and shorter than the original Fare Gate, and now for a year to keep promising 'Saloon Style' larger Fare Gates - and now to have the balls to ask for a multi-million-dollar Fare Increase coupled with Service Cuts. What jerks. When I'm riding Metrorail and see people of all skin colors and socioeconomic statuses jumping the Fare Gates for the fun of it, while I glady pay my Fare religiously, it makes me feel as stupid as that Metrorail Executive who ordered the smaller, shorter Fare Gates when the electronic targets were installed during Covid-19. I mean, who's zooming who here? You want millions of dollars in Fare Increases while enabling and damn near encouraging riders to jump the Fare Gate' Do you think we are that stupid? You bet I'm angry. Metrorail ancounced the 'Saloon Style Fare Gate' demonstration project in August 2023 - and absolutely no progress has been made while millions of dollars of revenue have been siphoned off by Fare Jumpers. This isn't equity - I't's an inducement for more crime on Metrorail. You bet I'm angry. In the allocation of the Budget that you requested, I stipulated in my own estimates that 35% of your budget should be invested in Stations - and that's what it will take to install your damn Saloon Style Fare Gates if you do it this year, quickly, and at least do it before you have the nutts to come back and ask for another Fare Increase in a year or two. You bet I'm angry. The signs at Fort Totten Station indicating that the Saloon Style Fare Gate demonstration project is underway also display the text intended for Rider-Readers that says, We Hear You. 'No, you		
I am absolutely angry and irate at Metrorail over its ridiculous Fare Gate problem that adds to the already terrible Fare Jumping Free Rider Problem. What a stupid idea during Covid-19 to install Fare Gates that are smaller and shorter than the original Fare Gate, and now for a year to keep promising 'Saloon Style' larger Fare Gates - and now to have the balls to ask for a multi-million-dollar Fare Increase coupled with Service Cuts. What jerks. When I'm riding Metrorail and see people of all skin colors and socioeconomic statuses jumping the Fare Gates for the fun of it, while I gladly pay my Fare religiously, it makes me feel as stupid as that Metrorail Executive who ordered the smaller, shorter Fare Gates when the electronic targets were installed during Covid-19. I mean, who's zooming who here? You want millions of dollars in Fare Increases while enabling and damn near encouraging riders to jump the Fare Gate? Do you think we are that stupid? You bet I'm angry. Metrorail announced the 'Saloon Style Fare Gate' demonstration project in August 2023 - and absolutely no progress has been made while millions of dollars of revenue have been siphoned off by Fare Jumpers. This isn't equity - it's an inducement for more crime on Metrorail. You bet I'm angry. In the allocation of the Budget that you requested, I stipulated in my own estimates that 35% of your budget should be invested in Stations - and that's what it will take to install your dams Saloon Style Fare Gates if you do it this year, quickly, and at least do it before you have the nuts to come back and ask for another Fare Increase in a year or two. You bet I'm angry. The signs at Fort Totten Station indicating that the Saloon Style Fare Gates demonstration project is underway also display the text intended for Rider-Readers that says. 'We Hear You. No, yo udon't hear me or us. Every time a Fare Jumper steals my money by jumping your smaller, shorter Fare Gates, that says to me, Metrorail doesn't hear a damn thing from anybody, and they		
already terrible Fare Jumping Free Rider Problem. What a stupid idea during Covid-19 to install Fare Gates that are smaller and shorter than the original Fare Gate, and now for a year to keep promising 'Saloon Style' larger Fare Gates - and now to have the balls to ask for a multi-million-dollar Fare Increase coupled with Service Cuts. What jerks. When I'm riding Metrorail and see people of all skin colors and socioeconomic statuses jumping the Fare Gates for the fun of it, while I gladly pay my Fare religiously, it makes me feel as stupid as that Metrorail Executive who ordered the smaller, shorter Fare Gates when the electronic targets were installed during Covid-19. I mean, who's zooming who here? You want millions of dollars in Fare Increases while enabling and damn near encouraging riders to jump the Fare Gate? Do you think we are that stupid? You bet I'm angry. Metrorail announced the 'Saloon Style Fare Gate' demonstration project in August 2023 - and absolutely no progress has been made while millions of dollars of revenue have been siphoned off by Fare Jumpers. This isn't equity - it's an inducement for more crime on Metrorail. You bet I'm angry. In the allocation of the Budget that you requested, I stipulated in my own estimates that 35% of your budget should be invested in Stations - and that's what it will take to install your dams Saloon Style Fare Gates if you do it this year, quickly, and at least do it before you have the nuts to come back and ask for another Fare Increase in a year or two. You bet I'm angry. The signs at Fort Totten Station indicating that the Saloon Style Fare Gate demonstration project is underway also display the text intended for Rider-Readers that says, 'We Hear You. 'No, you don't hear me or us. Every time a Fare Jumper steals my money by jumping your smaller, shorter Fare Gates, that says to me, Metrorail doesn't hear a damn thing from anybody, and they		Bus Service
Gates that are smaller and shorter than the original Fare Gate, and now for a year to keep promising Saloon Style' larger Fare Gates - and now to have the balls to ask for a multi-million-dollar Fare Increase coupled with Service Cuts. What jerks. When I'm riding Metrorail and see people of all skin colors and socioeconomic statuses jumping the Fare Gates for the fun of it, while I gladly pay my Fare religiously, it makes me feel as stupid as that Metrorail Executive who ordered the smaller, shorter Fare Gates when the electronic targets were installed during Covid-19. I mean, who's zooming who here? You want millions of dollars in Fare Increases while enabling and damn near encouraging riders to jump the Fare Gate? Do you think we are that stupid? You bet I'm angry. Metrorail announced the 'Saloon Style Fare Gate' demonstration project in August 2023 - and absolutely no progress has been made while millions of dollars of revenue have been siphoned off by Fare Jumpers. This isn't equity - it's an inducement for more crime on Metrorail. You bet I'm angry. In the allocation of the Budget that you requested, I stipulated in my own estimates that 35% of your budget should be invested in Stations - and that's what it will take to install your damn Saloon Style Fare Gates in you do it this year, quickly, and at least do it before you have the nuts to come back and ask for another Fare Increase in a year or two. You bet I'm angry. The signs at Fort Totten Station indicating that the Saloon Style Fare Gate demonstration project is underway also display the text intended for Rider-Readers that says, 'We Hear You. 'No, you don't hear me or us. Every time a Fare Jumpers tails my money by jumping your smaller, shorter Fare Gates, that says to me, Metrorail doesn't hear a damn thing from anybody, and they		
'Saloon Style' larger Fare Gates - and now to have the balls to ask for a multi-million-dollar Fare Increase coupled with Service Cuts. What jerks. When 'I'm riding Metrorail and see people of all skin colors and socioeconomic statuses jumping the Fare Gates for the fun of it, while I gladly pay my Fare religiously, it makes me feel as stupid as that Metrorail Executive who ordered the smaller, shorter Fare Gates when the electronic targets were installed during Covid-19. I mean, who's zooming who here? You want millions of dollars in Fare Increases while enabling and damn near encouraging ridrest to jump the Fare Gate? Do you think we are that stupid? You bet I'm angry. Metrorail announced the 'Saloon Style Fare Gate' demonstration project in August 2023 - and absolutely no progress has been made while millions of dollars of revenue have been siphoned off by Fare Jumpers. This isn't equity - it's an inducement for more crime on Metrorail. You bet I'm angry. In the allocation of the Budget that you requested, I stipulated in my own estimates that 35% of your budget should be invested in Stations - and that's whit it will take to install your dams Saloon Style Fare Gates if you do it this year, quickly, and at least do it before you have the nuts to come back and ask for another Fare Increase in a year or two. You bet I'm angry. The signs at Fort Totten Station indicating that the Saloon Style Heare Gate demonstration project is underway also display the text intended for Rider-Readers that says. 'We Hear You. 'No, you don't hear me or us. Every time a Fare Jumper steals my money by jumping your smaller, shorter Fare Gates, that says to me, Metrorail doesn't hear a damn thing from anybody, and they		
Increase coupled with Service Cuts. What jerks. When I'm riding Metrorail and see people of all skin colors and socioeconomic statuses jumping the Fare Gates for the fun of it, while I gladly pay my Fare religiously, it makes me feel as stupid as that Metrorail Executive who ordered the smaller, shorter Fare Gates when the electronic targets were installed during Covid-19. I mean, who's zooming who here? You want millions of dollars in Fare Increases while enabling and damn near encouraging riders to jump the Fare Gate? Do you think we are that stupid? You bet I'm angry. Metrorail announced the 'Saloon Style Fare Gate' demonstration project in August 2023 - and absolutely no progress has been made while millions of dollars of revenue have been siphoned off by Fare Jumpers. This is n't equity - it's an inducement for more crime on Metrorail. You bet I'm angry. In the allocation of the Budget that you requested, I stipulated in my own estimates that 35% of your budget should be invested in Stations - and that's what it will take to install your damn Saloon Style Fare Gates if you do it this year, quickly, and at least do it before you have the nuts to come back and ask for another Fare Increase in a year or two. You bet I'm angry. The signs at Fort Totten Station indicating that the Saloon Style Fare Gates demonstration project is underway also display the text intended for Rider-Readers that says, 'We Hear You. 'No, you don't hear me or us. Every time a Fare Jumper steals my money by jumping your smaller, shorter Fare Gates, that says to me, Metrorail doesn't hear a damn thing from anybody, and they		
colors and socioeconomic statuses jumping the Fare Gates for the fun of it, while I gladly pay my Fare religiously, it makes me feel as stupid as that Metrorail Executive who ordered the smaller, shorter Fare Gates when the electronic targets were installed during Covid-19. I mean, who's zooming who here? You want millions of dollars in Fare Increases while enabling and damn near encouraging riders to jump the Fare Gate? Do you think we are that stupid? You bet I'm angry. Metrorail announced the 'Saloon Style Fare Gate' demonstration project in August 2023 - and absolutely no progress has been made while millions of dollars of revenue have been siphoned off by Fare Jumpers. This isn't equity - it's an inducement for more crime on Metrorail. You bet I'm angry. In the allocation of the Budget that you requested, I stipulated in my own estimates that 35% of your budget should be invested in Stations - and that's what it will take to install your damn Saloon Style Fare Gates if you do it this year, quickly, and at least do it before you have the nuts to come back and ask for another Fare Increase in a year or two. You bet I'm angry. The signs at Fort Totten Station indicating that the Saloon Style Fare Gate demonstration project is underway also display the text intended for Rider-Readers that says, 'We Hear You. 'No, you don't hear me or us. Every time a Fare Jumpers stalls my money by jumping your smaller, shorter Fare Gates, that says to me, Metrorail doesn't hear a damn thing from anybody, and they		
Gates when the electronic targets were installed during Covid-19. I mean, who's zooming who here? You want millions of dollars in Fare Increases while enabling and damn near encouraging ridlers to jump the Fare Gate? Do you think we are that stupid? You bet I'm angry. Metrorail announced the 'Saloon Style Fare Gate' demonstration project in August 2023 - and absolutely no progress has been made while millions of dollars of revenue have been siphoned off by Fare Jumpers. This isn't equity - it's an inducement for more crime on Metrorail. You bet I'm angry. In the allocation of the Budget that you requested, I stipulated in my own estimates that 35% of your budget should be invested in Stations - and that's whit it will take to install your damn Saloon Style Fare Gates if you do it this year, quickly, and at least do it before you have the nuts to come back and ask for another Fare Increase in a year or two. You bet I'm angry. The signs at Fort Totten Station indicating that the Saloon Style Fare Gate demonstration project is underway also display the text intended for Rider-Readers that says, 'We Hear You. 'No, you don't hear me or us. Every time a Fare Jumper steals my money by jumping your smaller, shorter Fare Gates, that says to me, Metrorail doesn't hear a damn thing from anybody, and they	colors and socioeconomic statuses jumping the Fare Gates for the fun of it, while I gladly pay my Fare	
You want millions of dollars in Fare Increases while enabling and damn near encouraging riders to jump the Fare Gate? Do you think we are that stupid? You bet I'm angry. Metrorail announced the 'Saloon Style Fare Gate' demonstration project in August 2023 - and absolutely no progress has been made while millions of dollars of revenue have been siphoned off by Fare Jumpers. This isn't equity - it's an inducement for more crime on Metrorail. You bet I'm angry. In the allocation of the Budget that you requested, I stipulated in my own estimates that 35% of your budget should be invested in Stations - and that's what it will take to install your damn Saloon Style Fare Gates if you do it this year, quickly, and at least do it before you have the nuts to come back and ask for another Fare Increase in a year or two. You bet I'm angry. The signs at Fort Totten Station indicating that the Saloon Style Fare Gates demonstration project is underway also display the text intended for Rider-Readers that says, 'We Hear You. 'No, you don't hear me or us. Every time a Fare Jumper steals my money by jumping your smaller, shorter Fare Gates, that says to me, Metrorail doesn't hear a damn thing from anybody, and they		
the Fare Gate? Do you think we are that stupid? You bet I'm angry. Metrorail announced the 'Saloon Style Fare Gate' demonstration project in August 2023 - and absolutely no progress has been made while millions of dollars of revenue have been siphoned off by Fare Jumpers. This isn't equity - it's an inducement for more crime on Metrorail. You bet I'm angry. In the allocation of the Budget that you requested, I stipulated in my own estimates that 35% of your budget should be invested in Stations - and that's what it will take to install your dams Saloon Style Fare Gates if you do it this year, quickly, and at least do it before you have the nuts to come back and ask for another Fare Increase in a year or two. You bet I'm angry. The signs at Fort Totten Station indicating that the Saloon Style Fare Gate demonstration project is underway also display the text intended for Rider-Readers that says, 'We Hear You. 'No, you don't hear me or us. Every time a Fare Jumper steals my money by jumping your smaller, shorter Fare Gates, that says to me, Metrorail doesn't hear a damn thing from anybody, and they		
Style Fare Gate' demonstration project in August 2023 - and absolutely no progress has been made while millions of dollars of revenue have been siphoned off by Fare Jumpers. This isn't equity - it's an inducement for more crime on Metrorail. You bet I'm angry. In the allocation of the Budget that you requested, I stipulated in my own estimates that 35% of your budget should be invested in Stations - and that's what it will take to install your damn Saloon Style Fare Gates if you do it this year, quickly, and at least do it before you have the nuts to come back and ask for another Fare Increase in a year or two. You bet I'm angry. The signs at Fort Totten Station indicating that the Saloon Style Fare Gate demonstration project is underway also display the text intended for Rider-Readers that says, 'We Hear You. 'No, you don't hear me or us. Every time a Fare Jumper steals my money by jumping your smaller, shorter Fare Gates, that says to me, Metrorail doesn't hear a damn thing from anybody, and they		
while millions of dollars of revenue have been siphoned off by Fare Jumpers. This isn't equity - it's an inducement for more crime on Metrorail. You bet I'm angry. In the allocation of the Budget that you requested, I stipulated in my own estimates that 35% of your budget should be invested in Stations - and that's what it will take to install your dams Saloon Style Fare Gates if you do it this year, quickly, and at least do it before you have the nuts to come back and ask for another Fare Increase in a year or two. You bet I'm angry. The signs at Fort Totten Station indicating that the Saloon Style Fare Gate demonstration project is underway also display the text intended for Rider-Readers that says, 'We Hear You. 'No, you don't hear me or us. Every time a Fare Jumper steals my money by jumping your smaller, shorter Fare Gates, that says to me, Metrorail doesn't hear a damn thing from anybody, and they		
requested, I stipulated in my own estimates that 35% of your budget should be invested in Stations - and that's what it will take to install your damn Saloon Style Fare Gates if you do it this year, quickly, and at least do it before you have the nuts to come back and ask for another Fare Increase in a year or two. You bet I'm angry. The signs at Fort Totten Station indicating that the Saloon Style Fare Gate demonstration project is underway also display the text intended for Rider-Readers that says, 'We Hear You. 'No, you don't hear me or us. Every time a Fare Jumper steals my money by jumping your smaller, shorter Fare Gates, that says to me, Metrorail doesn't hear a damn thing from anybody, and they		
and that's what it will take to install your damn Saloon Style Fare Gates if you do it this year, quickly, and at least do it before you have the nuts to come back and ask for another Fare Increase in a year or two. You bet I'm angry. The signs at Fort Totten Station indicating that the Saloon Style Fare Gate demonstration project is underway also display the text intended for Rider-Readers that says, 'We Hear You.' No, you don't hear me or us. Every time a Fare Jumper steals my money by jumping your smaller, shorter Fare Gates, that says to me, Metrorail doesn't hear a damn thing from anybody, and they		
and at least do it before you have the nuts to come back and ask for another Fare Increase in a year or two. You bet I'm angry. The signs at Fort Totten Station indicating that the Saloon Style Fare Gate demonstration project is underway also display the text intended for Rider-Readers that says, 'We Hear You.' No, you don't hear me or us. Every time a Fare Jumper steals my money by jumping your smaller, shorter Fare Gates, that says to me, Metrorail doesn't hear a damn thing from anybody, and they		
two. You bet I'm angry. The signs at Fort Totten Station indicating that the Saloon Style Fare Gate demonstration project is underway also display the text intended for Rider-Readers that says, 'We Hear You.' No, you don't hear me or us. Every time a Fare Jumper steals my money by jumping your smaller, shorter Fare Gates, that says to me, Metrorail doesn't hear a damn thing from anybody, and they		
demonstration project is underway also display the text intended for Rider-Readers that says, 'We Hear You.' No, you don't hear me or us. Every time a Fare Jumper steals my money by jumping your smaller, shorter Fare Gates, that says to me, Metrorail doesn't hear a damn thing from anybody, and they		
You.' No, you don't hear me or us. Every time a Fare Jumper steals my money by jumping your smaller, shorter Fare Gates, that says to me, Metrorail doesn't hear a damn thing from anybody, and they		
obviously are not seeing what I'm seeing. Are you kidding us? You bet I'm angry. Operating Budget, Management and Spending		
	obviously are not seeing what I'm seeing. Are you kidding us? You bet I'm angry.	Operating Budget, Management and Spending

Can channel Constrained		
enter se de la ches da n'o trè pas den de la sous de la che sou de la ches no de la ches de la ches la ches de la ches la ches de la ches la ches de la ches la ches de la	Comment	Category
loan Une of engineering water, effective starts on engineering water effective starts on engineering water, effective starts on enginee		
Ale good method power of being have have have by the provide power of the power of		
Consists of the set of an and or all a		Bus Service
and out programmers of the dist out programmer is a programmer is programmer is a programmer is a programmer is a programmer i		
scale process of the second		
get order de set arrange ta MAO. 1995. Sub 2005 res de la respecte de la fer la vega de		
 Sind of Auge 1 and 2 an		
ada h ada z die sogi fanzie der sol de		
high the use of walls is, but the year of the set out year of the	with the Green line to the same area, without the 30s buses? There are no substitutes for the G8,	
an the direction of the proof of a proof of	which runs all the way downtown.	Bus Service
use hide or hears and method Topping hash, week. At method topping to the hash and the hash and present active acti		
son the gas the put of parts of monopound from the prior of the source of the put of the source		Bus Service
pate safe of a s		
Josh thorigo and the gain gain of gain gain gain gain gain gain gain gain		
songle forming over the gates, after there - so the softer gate doesn't in the over the softer softer the soft		
main main probe pay bind frame. The set as one at dather is port to that one have mining regat- points from a set one is individed and the books to get annow - block doth to set one annow - block doth have a doubting wheth the books to get annow - block doth to set one annow - block doth have a doubting wheth and the books to get annow - block doth have a doubting wheth and the doth to set one annow - block doth have a doubting wheth and the doth the doth to set one annow - block doth have a doubting wheth and the doth the doth the doth the set one annow - block doth have a doubting wheth and the doth the do		
setups of the set of set of th		
darb bes are und in our week and in the subset of at and and intervalues of a bit and intervalue		
The effect of elementing the 96 and culting the output of the 24 and 25		
and Ne and search we devicating effort on the readent of Michaen and Perron (addications to part of any of the search and Perron (addications to part of any of the search and Perron (addications to part of any of the search and Perron (addications to part of any of the search and Perron (addications to part of any of the search and Perron (addications to part of any of the search and Perron (addications to part of any of the search and Perron (addications to part of the search and the change (addications to part of the search and the change (addications part of the search and the change (addications part of the search and the se	these! Thanks for reading all this!	Bus Service
the only back just 75 with 75	The effect of eliminating the 96 and cutting the route of the 33 and cutting weekend service on the N2	
The 31 seconces of severe Michae address of Users. Beaser any explore to any of the alove backet sub frame parts, geting to the metric and then changing large get to any of the alove backet sub frame parts, geting to the metric and then changing large get to any of the alove backet and any explore 41 does be allower backet any explore the any observations of the severe of the severe of the back backet sub sub terms and the severe sub sub terms and ever the does any explore 41 does but in the severe the backet and the severe to back barrand parters of the severe of the back lines to get to alove the backet of the severe the backet and ever the does any explore 41 doe severe the severe the severe of the severe the severe of the severe the severe the severe the severe of the severe the severe of the severe the severe the severe of the severe the severe of the severe the severe of the severe the severe the severe the severe of the severe	and N4 will have a devastating effect on the residents of McLean Gardens/Cathedral Heights. These are	
her control here. ¹¹ Not an enserve of the serve of the origin of the serve of the origin of the serve of th		
wak from the retro, getting to the metro and ben changing lanes tog to any off the above location is an a location the retro solution to the metro and the properties that is an inter the retro is location to the houses directly and the properties barries for many staff where for the boss in the tog		
 a has strete times a long a klong there huss divery. b a strete <li< td=""><td></td><td></td></li<>		
An an employee at Median Georgenou Nunerally Keeparts in the proposed metrodus services to the 12 and 6 Median Service the bagalian and are tail access to Median are tail access to Median are tail access to Median and orate service in an end source bagalian and orate service in a metrodus services to the 12 and 6 Median in the tot a service the data in the tot are tailed and difficunt transportation method has become to drive or use relevances and difficunt transportation method has become to drive or use relevances and difficunt transportation method has become to drive or use relevances and difficunt transportation method has become to drive or use relevances and difficunt transportation method has become to drive or use relevances and the intervent of method and the applies and during any contex. The other method is defined transportation or an end for data are nor and data a		Rus Sanira
netrobs service and to the D2 and D6 which service the longbal and size what access points for employees, batters of mules 1 on the long of the source of th		DUS JEI VILE
imploves, patients and amiles. To aut there lines would be atting access to bealthane and one attine or equilable, but due to agoing cuts in services, lengthened wait times, and increases in orige in a sound entrol stands, this patient and entrol shads become to drive in a decision. In profeed atting approxeme to asso of the sound in the sou		
bariers for many staff who rely on these builts to get to and from work. Used to take Metrobus and Antor equidup. The due to ongen consist serves, length weak of the serves than an asymbus a reliable and efficient transportation method has become to dive or use rise in and another station. In registre the of the serves is to be a large untain another station. In registre the of the serves is to be a large infrancement. In the serves is the serves is the serve is the serve is the serves is the another serves is an asymbus a reliable and efficient transportation system is serve the needs of the infrancement. In the serves is t		
and Motor ApplaInty, but due to oppoing cuts in services, lengible and efficient. recognite the cost of these choles. To be a large during arow Motor Applications, more affered transportation on sterve the rede choles. To be a large during arow Motor Applications and a forcura De (A), and VA a spaping and embarrasing. Transportation the sterve and the sterve are are exceptible and efficient areoportation sterve the rede choles. To be a large during arow Motor Applications and a forcura DE (A), and VA a spaping and embarrasing. Transportation the sterve and the sterve are are exceptible and efficient areoportation of the sterve are during and the sterve are areas exceptible and efficient areas that are more affordable and telor of the oppose and the sterve area exceptible and efficient (FW) and sterve area were affordable and efficient areas that are more affordable and telor of the efficient (FW) application to the sterve area exceptible and telor of the sterve to thal areas, to the exceptible and telor the sterve area exceptible and the sterve area exceptible and telor the sterve and areas that are entore affordable and telor the sterve and areas that are entore affordable and telor telor telor exceptible and telor t		
having service. This is more reliable and efficient. I compare to serve the reds of the communities is and around CO, WD, and V is spalling and embarassing. Transportation is mark and its includented to serve the reds of the communities		
urdan ser without a relable out officient transportation syntem to ease of the communities and a windout officient transportation should be a good option. Miscellaneous officients of the original officient officients of the original officients of the original officients officients officients officients of the original officients officients of the original officients offici	in and around metro stations, my preferred transportation method has become to drive or use ride-	
communities is and exored CC, MQ, and V is apalling and embransame, Transportation Bus Service Instructure is escared to sum at an down includes Web Bus Service Perhaps a discurbed quartery metro pass/card could be ago of point. Rel Service The WMATA metro and bus services are esterial to living and voring in DC. Without these services. Besorvice communities. Bus Service Besorvice communities. Besorvice in Communities in the removal of a Georgeome has in- GD bus service to value areas. Besorvice communities in and service. The WMATA metro and bus service. Travel in the removal of a Georgeome has in- GD bus service to value areas. Besorvice communities in Communities. Communities in Communities in Communities in Communities in Communities in Communities in Communities. Besorvice communities in Communities. Communities in Communities in Communities in Communities in Communities in Communities. Besorvice The Mate route is collected to areas. Besorvice Besorvice Besorvice Service in Communities. Devine in Communities. Besorvice Besorvice The Mate route is collected to areas. Besorvice Besorvice Besorvice The Mate route is collected to areas. Besorvice	sharing services. This is more reliable and efficient. I recognize the cost of these choices. To be a large	
indistructure is essential to annet and continuel growth of our area, and this includes Mertonia. No comment. No comment. No comment. Net WATA refore assential to long and working in DC Without the service. Net WATA refore assential to long and working in DC Without the service. Net WATA refore assential to long and working in DC Without the service. I are writing to comment on the service as essential to long and working in DC Without the service. I are writing to comment on the encode of a decorgetom bus line -GL bus service to vial areas, such as chocis, should be nereased, red decorgetom bus line -GL bus service to vial areas, such as chocis, should be nereased. Prod decorgetom the sine help to people whore livelihout of a three as schools, should be nereased. Prod decorgetom work and co-legitom decorde as the red work in DC red he intere solution. The value use It hous requires the red work in DC red he intere solution. The value use It hous requires the red work in DC red he intere solution and reforms ethod out fill appropriately intere as work of the effect service. Without and the red work in DC or the intere solution. Somethine that provise could elengent and they do not have flexibility to arrive late to work (due to vagaries of the metro schedule). Lower Without and working in DC work payle goals control for enter because thin a value longent indication working in solution for the service bardwork on the difference schedule. Lower House and they do not have flexibility to arrive late to work (due to vagaries of the metro schedule). Lower House and the value to as at lease 1000000000000000000000000000000000000	urban area without a reliable and efficient transportation system to serve the needs of the	
No comment. Miscellaneous Perbags a discourding quarkiny metro pass/ard could be a good option. Pail Service Perbags a discourding quarkiny metro pass/ard could be a good option. Pail Service and not be able own in D. C or line areas that are more affordable and rey to bus or metro commute. Image and the service is a more affordable and rey to bus or metro commet. Developed and the service is a working. The dust is not perfordable and rey to bus or metro generation and bus encreased. In decreased to reduce traffic problems due to bug car density. I rely as schools, should be increased, not decreased to reduce traffic problems due to bug car density. I rely as schools, should be increased in the due to the problem operation for our family The M bus reduces in critical to our family. The adult use it to commute and our chidern inder inter invecta due to get to and from increased. The metro bus line - G2. Bus service to vital arxes, such a schools, should be free. No commet that Service rour family Service school and be increased. It metro bus line - G2. Bus service to vital arxes, such a schools, should be increased to metro because it inflat service in our family and provide the neeses of those who line father away and may on have the ability to a formation into DC momet that Service using disponding to regulate to read. Sincetters people do not ride metro because it inflat available due for the fault is to ave vide to the adverted provide the ability to arread with the regresentation. Miscellaneous Misc		
Pachage a discounted quartery metro pass/card could be a good option. Nex WATA rentor sessibilit to high and working in DC. Without these service. Would note a bale to work in DC or live in areas that are more affordable and rely on bus or metror as schools, shoold be increased, root exercise and to make and and which the service. The WATA rentor service is more the increase of the increase	-	
The WMAIA metro and bus services are escential to living and vorking in DC. Without these services i would not be able to work in CC rive in a mass that are more affordable and rely on bus or metro commutes. Use vorkin CC rive in a mass that are more affordable and rely on bus or metro bus schools, should be increased, not decreased to reduce traffic problems due to high car density. Irely upon metrobus to generation and the schools of the increase and or children ride T twices due to get and from school. Eliminating this route would cause major problems for our family! Service should effect the needs of those whole is farther away and may on that we should to longer and they do not have flowed bine farther away and may on that would be longer and they do not have flowed bine farther away and may on that would be longer and they do not have flowed bine farther away and may on that would be longer and they do not have flowed bine farther away and may on that would be longer and they do not have flowed bine farther away and may on that would be longer and they do not have flowed bine farther away and may on that would be longer and they do not have flowed bine farther away and may on that would be longer and they do not have flowed bine farther away and may on that would be longer and they do not have flowed bine farther away and may on that would be longer and they do not have flowed bine farther away and may on that would be longer and they do not have flowed bine farther away and may on that would be longer and they do not have flowed bine farther away and may on that would be longer and they do not have flowed bine farther away and may on that would be longer and they do not have flowed bine farther away and may on that would be longer and they do not have flowed bine farther away and may on that would be longer and they do not have flowed bine farther away and may on that would be an experime farther and they flowed bine farther away and they do need they bank away and they do need the		
would nobe able to work in Co or ive in areas that are more affordable and rely on bus or well so service contracts. As working to comment on the removal of a Georgetown bus line -20. Bus service to will areas, suc schools, should be increased, not decreased to reduce traffic problems due to high car deshty. If well deem on reliable bus service. Travel and use hits not helpful to people where level deem on reliable bus service. Travel and use hits not helpful to people where level deem on reliable bus service. Travel and use hits not helpful to people where level deem of neilable bus service. Travel and use hits one thous due and par or behave the ability to commet ents DC or the inner subur. Conterned this service dus where commute times would be longer and they do not have beauting to any service jubs where commute times would be longer and they do not have beauting to any service jubs where commute times would be longer and they do not have described to add effect. The needs of base where user any service jubs where commute times would be longer and they do not have described to add effect. The needs of base where user any other work bedue. The based part to traves for bus or rail to the addre shortfall requires additional resource and a service of or fain levels for bus or rail to addre shortfall requires additional resource and a service do rain time deem of the deep def hortfall requires additional resource and a service of or fain pointing exect through the travels will have additional to to what de is contained to nor commuties and the through base additional to use addition and be involved to a corrametistice additional resource and a service do rain the pointing exect through the travels will have additional to use additional to involved the involved to additional to additional to the involved to additional to involved the involved to addite involved to addite involved the involved to additional to addite involved to addite involved to additional to involved to addite involved the involved to addition		Rail Service
commuts.Bes/viceiom writing to commet on the removal of a Georgetown bus line - G2. Bus service to vical arcs, build be increased, on to decreased to reduce traffic problems due to high car density. Irey upon methods to proceed to work arcs decorgetown and this is not helpful to prove house lueblinood.Bus Serviceupon methods to proceed to move and the ordeue traffic problems due to high car density. Irey upon methods to proceed to move house lueblinood.Bus Servicedue to get to and from school. Eliminating this route would cause major problems for our framity to commute and our children for the method.Bus Servicedue to get to and from school. Eliminating this route would cause major problems for our framity to commute and our children for the method.Bus Serviceand they do not have flow gains of the metro schedule). Low roldening doer his have gains of not file method school in the method school in		
iam writing to comment on the removal of a Georgetown hou line - 22, Bus service to thigh car density, I rely upon netrobus to get me to work at Georgetown and this is not helpful to people whose livelihoods depend on reliable busevice. Traversely i The M4 bus route is critical to our family. The adults use it to commute and our children ride it twice a day to get to and from school. Eliminang this irout evolution and not reliable route and our children ride it twice a day to get to and from school. Eliminang this irout evolution and not reliable to the schedule). Low school and the schedule is a day to get to and from school. Eliminang this route veolutic assess may probable to scaparios of the metro schedule. The schedule is a dar veolutic assess and the schedule is a dar veolutic transportation should be free. No taxation without representation. Bus Service and the control to buget requires thang if the tober as a darbed to a schedule beinger and they do on the usess. The metro budget requires thang if the tober assess and the control to budget requires thang if the tober asses of the tober assess and tober assess and the tober assess assess and the tober assess and tober assessed of tober franding metr		Bus Service
as schools, should be increased, ord decreased to reduce traffe problems due to high car density. Ivery upon netrobus vis (coregroum and his not helpful popel whose lueilbols are vice in the ord or school coregroum and his not helpful popel whose lueilbols are vice in the ord or school coregroum and his not helpful popel whose lueilbols are vice in the ord ord vice in the reduce in the reduce in the ord ord vice in the reduce in the		
depend on reliable bus service. Travestryl Bus Service Dev Mus routes of critical to ur minity. The studies use it to commute and our childrer in der it trees a day to get to and from school. Eliminating his route would cause major problems for our family! Bus Service Service should refet the needs of three who hus farther are away and may not have the ability to commute into DC or the inner suburb. Concerned that service cuts will disproportionately impact indivulsus working in lower-paying loss hard/or service liss where commute times would be longer and they do not have festibility to arrive late to work (due to vagaries of the metro schedule). Low ridership doesn't always equate to need. Sometimes people do not rid metro because it isn't available undership doesn't always equate to need. Sometimes people do not rid metro because it isn't available undership doesn't always equate to need. Sometimes people do not rid metro because it isn't available undership doesn't always equates to need. Sometimes people do not rid metro because it isn't available undership doesn't always equates to need. Sometimes people do not rid metro because it isn't available undership doesn't always equates to need. Sometimes people do net of the metro schedule). Low ridership doesn't always equates to need. Sometimes people for the MPD by CV we spend vay to mouth money on cops doing nothing except trolling around loking for trouble, but if we have a well-funded metro system and as induamental concernston to our DC concomy, then people can get to work and school and be involved in our communities, and then there? I less need for cops. Funding metro is a different reless of the most stallows startice in this relegible. Bus service de advect de advected in our communities, and then there? I less need for cops. Funding metro is a ride as involuented to use rutesel value in coustes a commute for stude wise on value		
The M4 bus route is critical to our family. The adults use it to commute and our children rice it twice a diverget to and from school. Eliminating this route would cause major provides from family and the school of the instruction. Concerned that service cuts will algosprotrionately impact individual working in lower-paying jobs and/or service jobs where commute times would be longer and they do not have fieldibility to arread to vagarise of the metro schedule). Low ridership doesn't always equate to need. Sometimes people do not ride metro because it is in's vailable doesn't always equate to need. Sometimes people do not ride metro because it is in's vailable for exerces. The metro function that we metro schedule). Low reduce the interest schedule is a fundamental correstone to any OE economy. Then people can on the metro schedule is a fundamental correstone to any OE economy, then people can on the metro schedule is a fundamental correstone to any OE economy, then people can on the metro schedule is a fundamental correstone to any OE economy, then people can get to work and school and the involved the rearries. The M4 route is the only option for trutes, bus here here a well willing for trute here well well well and the schedule well well and the adversely infected to come to any OE economy, then people can get to work and school and the involved in our communities, and then there? Is is need for cops. Tanding metro to school and be involved the courses that the school and be involved the course in this neighborhood and escential for students, cangivers, commuters. The M4 route is the only option for trutes bus here? School and be involved the course in the further steps badwards of the people can get and badvers of the course well and well and the school and be metro schedule to enser well and well and the school and be metro schedule to enser well and badversely infected to enserve at that the only option for trutes chools and be metro schedule to enserve schield and approprotated to be and there the people		
day to get to and from school. Eliminating this route would cause major problems for our family! U commute into DC or the inner suburb. Concerned that service usy ill diproportionately inpact indivuluus working in lower-purpy lips band/or service lobs where commute times would be longer and they do not have flexibility to arrive late to work (due to vagaries of the metro schedule). Low intership doesn't laways equate to need. Sometimes people do not ride metro because it in 'available during times they need. All public transportation should be free. No taxation without representation. Miscellaneous All public transportation should be free. No taxation without representation. Miscellaneous interses. The metro budget requires softitional resources on a Bus Service Cause of net as a function of limiting that before any other DC programs. For example, I would like to see at least 10% budget decrease from the MPD b/c we spend way too much metro system and we priority. For adding to rothing excernel budget requires funding first before any other DC programs. For example, I would like to see at least 10% budget decrease from the MPD b/c we spend way too much metro system and we priority. For adding to rothing excernel budget requires additional resources on to C economy, then people can exerned. Funding metro is my 41 priority. For adding to rothing excernel budget requires additional resources on to C economy, then people can exervice funding metro is my 41 priority. For addition addition of the metro system and we priority that adversely adfected Service funding metro is my 41 priority. For adverse to take that Blox budget requires base adverse to take that Blox bedget equires the specifies base or comparise to a service for adverse to the service base or relation adverse to priority. For adverse to the service base or relation adverse to priority. For adverse to the service base or relation to be preved. For adverse to the service base or relation to prevende that service could be for adverse for the to that the de	depend on reliable bus service. Travesty!	Bus Service
Service Should reflect the needs of those who live farther away and may not have the ability to commute times or the inner soulds. Concerned that service control terms would be longer and they do not have flexibility to arrivel jobs and/or service jobs where commute times would be longer and they do not have flexibility to arrive late to work (gue to vagaries of the metro schedule). Low idensity and be need. Sometimes people do not ride metro because it isn't available during times they need. Jupiblic transportation should be free. No taxation without representation. Micrellaneous Jupible transportation should be free. No taxation without representation. Micrellaneous Jupible transportation should be free. No taxation without representation. Micrellaneous Jupible transportation is source to so arrail This budget storegoing presents a false binary. The budget shortfall requires additional resources not a service out of rar increase. The metro budget requires finding first before any other DC programs. For most 100 budget decreases from the MPD (b) ce spend way to no much money on cops doing nothing except trolling around looking for trouble, but if we have a well-funde metro site as fundament to the Georgetown University Hospital for my well, frivout lines summer of students from Duke Elligton School and Beus for touts, caragivers, commuters. The M4 route is the only service in this neighborhood and dessential or students, caragivers, commuters. The M4 route is the only service in this neighborhood and dessential or students, caragivers, commuters. The M4 route is the only service in this neighborhood and dessential for students, and proposing to elimitate service entry on promotes greater traffic congestion. Dimersity is a crucial route that needs to be preserved. Mays due to the correst, Chronspoing to elimitate service entry on promotes greater traffic congestion. Dimersity is a crucial route that needs to be preserved. Mays due to the preserved field dimeter service service bus or the field subtraffic or pro	The M4 bus route is critical to our family. The adults use it to commute and our children ride it twice a	
commute into DC or the inner suburb. Concerned that service uts will digroportionately impact individuals working in lower_apping lobs and/or service libbs where commute times would be longer and they do not have flexibility to arrive late to work (due to vagaries of the metro schedule). Low indivishing indiving any digroposed presented between the schedule). Low indivishing doesn't layeve equate to med. Sometimes people do not ride metro because it is naviabab base don't cut services for baso rail indivishing doesn't layeve equate to model. Sometimes people doesn't ride metro because it is naviabab base don't cut services for baso rail indivishing doesn't layeve equate to budget equires funding first before any other DC programs. For example, I would like to se at least 10% budget doerseas from the MPD b/c we spend way too much metro system and we prioritize this as a fundamental cornerstone to our DC economy, the people corps. Funding metro is my #1 priority. If on a DD to for Dubon Circle station to Georgetown University Hospital with work, if you cut those routies a counties number of students from Duke Ellington School and de scenation of eliminating the MA bus route. If 25 the only service in this neighborhood and sessitial for Students, cargetwee, commutes. The MA route is the not oyopito for retirees choosing for onsideration of eliminating the MA bus route. If 25 the only service in this neighborhood and sessitial for Students, argetwee, feer fine de Duk orget ride retirees choosing for onsideration of eliminating the MA bus route. If 25 the only option for trutes choosing for a service doe consideration of eliminating the MA bus route. This the only option for trutes choosing for ongetown. University is a arcual route that needs to be preserved. Many students use la Service for ongetown. University is a cutal route that needs to be preserved. Many students use la Service for ongetown. University is a cutal route that needs to be preserved. Many students use la Service for ongetown. University is a cut		Bus Service
Individus working in lower, paying lobs and/or service jobs where commute times would be longer ridership doesn't always equate to need. Sometimes people do not ride metro because it is n't available built comportation should be free. No taxation without representation. Riased don't ut services for bus or rail Rease don't ut services for bus or rail service ut or fare increase. The metro budget requires didtional resources not a service ut or fare increase. The metro budget requires funding first before any other DC programs. For service ut or fare increase. The metro budget requires funding first before any other DC programs. For service ut or fare increase. The metro budget requires funding first before any other DC programs. For service ut or fare increase. The metro budget requires funding first before any other DC programs. For service ut or fare increase. The metro budget requires funding first before any other DC programs. For service ut or fare increase. The metro budget requires funding first before any other DC programs. For service ut or fare increase. The metro budget requires funding first before any other bC programs. For service to the provide line in communities, and then there? Is less need for copes. yee to work and school and be involved in our communities, and then there? Is less need for copes. Work, fivy our those motts a counters number of factures fils the only option for retires choosing for service for communities, and then there is less need for creaters the description. Work must diversity to service is just ok. If dhe very disappointed to sei tisk further seps backward. Rail Service doreal, current tero service is just ok. If dhe very disappointed to sei tisk further seps backward. Rail Service Derating budget, fanagement and Spending Work bit me to's line the for. Interese fees find eed be. Mays tew dost out offer funds in the ity like the O2. Increase fees find eed be. Mays tew dost out offer funds in the ity like the O2. Increase fees find eed be. Mays te		
and they do not have flexibility to arrive late to work (due to vagaries of the metro schedule), Low indership doesh' laways equate noeed. Sometimes people do not ride metro becaue it isn't available during times they need. All public transportation should be free. No taxation without representation. Bue Service and Prain Revices for Due schedules for any other DC programs. For example, I would like to sea it lass to lang, The budget dortrall requires additional resources not example, I would like to sea it lass to lang, The budget dortrall requires additional resources and we prototize this as a fundamental comension to our DC economy, then people can get to work and school and be involved in our communities, and then there's less need for cops. Funding metro is my #1 priority. The addity rely on DG and D1 to go from DuPont Circle station to Georgetown University Hospital for work, if you cit those routes a counties number of students from Duk Ellington School and Bue Service cut of rask school and be involved in our communities, and then there's less need for cops. Funding metro is my #1 priority. The addity rely on DG and D1 to go from DuPont Circle station to Georgetown University Hospital for work, if you cit those routes a counties number of students from Duk Ellington School and Bue Service cut of a score s		
ridership desn't always equate to need. Smettines people do not ride metro because it isn't available during times they need. All public transportation should be free. No taxation without representation. Please don't out services for bus or rail This budget proposal presents a fails binary. The budget shortfall requires additional resources not a service out or fare increase. The metro budget requires funding first before any other DC programs. For service out or fare increase. The metro budget requires funding first before any other DC programs. For service out or fare increase. The metro budget requires funding first before any other DC programs. For service out or fare increase. The metro budget requires funding first before any other DC programs. For service out or fare increase. The metro budget requires funding first before any other DC programs. For service out or fare increase. The metro budget requires funding first before any other DC programs. For service out or fare increase. The metro budget requires funding first before any other DC programs. For service out or fare increase. The metro budget requires funding first before any other DC programs. For service to work and school and be involved in our communities, and then there? less need for cops. Funding metro is my R1 profity. Funding metro is my R1 prof		
during times they need. Bus Service All public transportation should be free. No taxation without representation. Miscellaneous Please don't cut services for bus or rail Bus Service This budget proposal presents a false binary. The budget shortfall requires additional resources not a service eutor fair encrease. The metro budget requires from the MPD b/c we spend way too much money on cops doing nothing except trolling around looking fort trouble, but if we have a well-funded metro system and we prioritize this as a fundamental concerstone to our DC economy, then people can get to work and school and be involved in our communities, and then there's less need for cops. Operating Budget, Management and Spending Very more of cops of prof DuPont Circle station to Georgetown University Hospital for my work, if you cut those routes a contless number of students from Duke Ellington School and B involted. Tick stem on bus returns to service in this neighborhood and essential for students, caregivers, commuters. The M4 route is the only option for retirees choosing to remain the homes that allows them to minimize use of automobiles. Midday service could be reduced. Fares could be increased. Proposing to elliminate service entirely only promotes greater traffic G2 route to Georgetown University is a crucial route that needs to be preserved. Many students use it. Bus Service Ball Service Overall, current metro service is just ok. If due very disappointed to see it take further steps backwards. Ball Service G2 route to Georgetown University is a crucial route that needs to the preserved. Many students use it. Bus Service Ball Service Definitely maintain the bus routes like that get to and to to tow roth ore narrow think toy		
All public transportation should be free. No taxation without representation. Miselaneous Please don't cut services for bus or nall Bus Service This budget proposal presents a false binary. The budget shortfall requires additional resources not a service cut or fare increase. The metro budget requires funding first before any other DC programs. For example, i would like to sea t least 10% budget decrease from the MPD D/x we speed way too much money on cops doing nothing except trolling around looking for trouble, but if we have a well-funded metro system and we prioritize this as a fundamental concerstone too un DC economy, then people can get to work and school and be involved in our communities, and then there?s less need for cops. Operating Budget, Management and Spending Funding metro is my if 1 priority. Operating Budget, Management and Spending Operating Budget, Management and Spending You cut those routes a countless number of students from Duke Ellington School and de senvid for students, caregivers, commuters. The M4 route is the only option for retriese choosing to remain in their homes that allows them to minime use of automobiles. Midday service could be reduced. Fares could be increased. Proposing to elliminate service entirely only promotes greater traffic dongettor metro service is just ok. I'd be very disappointed to see It take further steps backwards. Rail Service Oursell, current metro service is like the G2. Increase fees if need be. Maybe we should cut ther finds the bus routes its the sup set of trans. All of of repoper regiven University is a runal rout town without having tog a special for the service and the elevators for the trains. Please keed the public transit. Wet needs use that all stor thes pos		Bus Service
Piese don't cut services for bus or rail bis budget proposal presents a false binary. The budget storting first before any other DC programs. For example, I would like to see at least 10% budget decrease from the MPD b/c we spend way too much money on cops doing nothing except rolling around looking for trouble, but if whe are a well-funded metro system and we prioritize this as a fundamental correstone to our DC economy, then people can get to work and school and be involved in our communities, and then there?s less need for cops. Funding metro is my 41 priority. I heavily rely on D6 and D2 to go from DUPont Circle station to Georgetown University Hospital for my work, if you cut those routes a counties number of students from Duke Ellington School and Georgetown University Hospital will be adversely affected! Us us service Us motion decrease that laws them to minimize use of automobiles. Midday service could be reduced, Farse could be increase. Proposity to ellininate service in this neighborhood and essential for students, caregivers, commuters. The M4 route is the only option for retires choosing to remain in their homes that allows them to minimize use of automobiles. Midday service could be reduced, Farse could be increase. Proposity to ellininate service in this neighborhood G2 route to Georgetown University is a crucial route that needs to be preserved. Many students use it, Befintely maintain the bus routes like the G2. Increase fees if need be. Mayle we should cut other funds in the citly lite to police buget to service we still have funds for transportation. All to of people rely on public transit. My little cousins use the buses to get around and to go to work. One of my homeis uses a veheclikarian due bus oute, they on the moy rive and the events for the trains. Please keep the public transit. My little cousins use the buses to get around and to go to work. One of my homeis uses an wheel/hair and appreciates the trains and be county without having to get a special luber or a person with aspecialize		
This bugget proposal presents a false binary. The bugget shortfall requires additional resources not a service cut of fare increase. The metro bugget decrease from the MPD b/c we spend way too much money on cops doing nothing except trolling around looking for trouble, but if we have a well-funded metro system and we prioritize this as a fundamental concrestore to our DC conomy, then people can get to work and school and be involved in our communities, and then there?s less need for cops. Funding metro is my #1 priority. Operating Budget, Management and Spending Ultravisity Hospital for my work, if you cut those routes a countles number of students from Duke Ellington School and Georgetown University Hospital will be adversely affected! Bus Service Ultravises and the invisity Hospital will be adversely affected! Bus Service and the invisity Hospital will be adversely affected! Bus Service Coveral. Current metro service is just ok. I'd be very disappointed to see it take further steps backwards. Rail Service Coveral. Current metro service is just ok. I'd be very disappointed to see it take further steps backwards. Rail Service Coveral. Current metro service is just ok. I'd be very disappointed to see it take further steps backwards. Rail Service Coveral. Current metro service is just ok. I'd be very disappointed to see it take further steps backwards. Rail Service Coveral. Current metro service is just ok. I'd be very disappointed to see it take further steps backwards. Rail Service Coveral. Current metro service is pust ok. I'd be very disappointed to ge to own. One of my bundies the object budget to ensure we still have funds for transportation. Al to of people rely on public transit. Mp Hitle cousins use the buses to ge taround and tog to work. One of my banes uses and heelevators for the trains. Please keep the public transit, Mp Hitle cousins use the buses to ge to and from our home nere Military Rd & Nebraska Ave and Alice Deal Middle School in a few years will alsoplutive rely on theme tar Silf eds (kee		
example, I would like to see at least 10% budget decrease from the MD b/c we spend way too much money on cops doing nothing except trolling around looking for trouble, but if we have a well-funded metro system and we prioritz; this as a fundamental correstone to our DC economy, then people can get to work and school and be involved in our communities, and then there?s less need for cops. Funding metro is my #1 priority. Operating Budget, Management and Spending I heavily rely on DG and D2 to go from DuPont Circle station to Georgetown University Hospital for my work, if you cut those routes a countless number of students from Duke Ellington School and Georgetown University Hospital will be adversely affected To remain in their homes that allows them to minimize use of automobiles. Midday service could be reduced, Fares could be increased. Proposing to eliminate service entity only promotes greater traffic Congestion. Bus Service Correation. Bus Service Correation. Bus Service Correation. Bus Service Correation the bis notes like the G2. Increase fees fine de be. Maybe we should cut other funds in the circle like to ensure we still have funds to transportation. All to f people rely on public transit. My little cousins use the buses to get around and to go to work. One of my homeis uses a wheelchair and appreciates the ramps for the buses and the elevators for the trains. Please keep the public transit. My little cousins use the buses to get around and to go to work. One of my homeis uses a wheelchair and appreciates the ramps for the buses and the elevators for the trains. Please keep the public transit. My little cousins use the buses to get around and us go to work. One of my how favorite metro system in the country! My child relies on the MA, D31, D33, and D34 to get to and from our home near Military R4 & Nebras. Please Meedhair and appreciates the tass in priorid dissibility and will attend Alice Data Middle School in a few years will absolutely rely on these bus lines seince she every sing day (she does no		
money on cops doing nothing except trolling around looking for trouble, but if we have a well-funded metro system and we prioritize this as fundamental correrstone to our DC economy, then people can get to work and school and be involved in our communities, and then there's less need for cops. Funding metro is my #1 priority. Operating Budget, Management and Spending Operating Budget, Management and Spend		
metro system and we prioritize this as a fundamental comerstone to our DC economy, then people can get to work and school and be involved in our communities, and then there?s less need for coss funding metro is my #1 priority. Operating Budget, Management and Spending Uneavity rely on D6 and D2 to go from DuPont Circle station to Georgetown University Hospital for my work, if you cut those routes a countless number of students from Duke Ellington School and Georgetown University Hospital will be adversely affected To um st end consideration of eliminating the M4 bus route. It?s the only service in this neighborhood not essential for students, caregivers, commuters. The M4 route is the only option for relieres choosing to remain in their homes that allows them to minimize use of automobiles. Midday service could be reduced. Fares could be increased. Proposing to eliminate service entirely only promotes greater traffic congestion. Bus Service Querall, current metro service is just ok. I'd be very disappointed to see it take further steps backwards G2 route to Georgetown University is a crucial route that needs to be preserved. Many studetus use it. Bus Service Definitely maintain the bus routes like the G2. Increase fees if need be. Maybe we should cut other funds in the city like the police budget to ensure we still have funds for transportation. A lot of people rely on public transit. My little cousins use the buses tog at round and to go towork. One of my homies uses a wheelchair and appreciates the ramps for the buses and the elevators for the trains. Please keep the public transit. My elevation to pick them up. I love the Mcro, please keep it up lue have my favorite metro system in the country! My child relies ont he MA, D31, D33, and D34 to get to and from our home near Milltary Rd & Nebraska As and Alice beal Middle School. My other child, who has a physical disability and will attend Alice Deal Middle School in tew, Parsin with a specialized win the sine severy singled ay (kide does not require paratransi		
get to work and school and be involved in our communities, and then there?s less need for cops. Operating Budget, Management and Spending Funding metro is my #1 priority. Operating Budget, Management and Spending Ibeavity rely on D6 and D2 to go from DuPont Circle station to Georgetown University Hospital for my work, if you cut those routes a countless number of students from Duke Ellington School and Georgetown University Hospital will be adversely affected! Bus Service You must end consideration of elliminating the M4 bus route. It?s the only service in this neighborhood and essential for students, caregivers, commuters. The M4 route is the only option for retirees choosing to remain in their homes that allows them to minimize use of automobiles. Midday service could be increased. Proposing to eliminate service entirely only promotes great traffic Bus Service Overall, current metro service is just ok. I'd be very disappointed to see it take further steps backwards. Rail Service Bus Service Operating Budget, Management and Spending Bus Service Bus Service Overall, current metro service is just ok. I'd be very disappointed to see it take further steps backwards. Rail Service Bus Service Operating Budget or a person with sup tendes for transportation. A lot of poople Bus Service Bus Service Periority maintain the bus oroutes list the rangs for the buses and the elevators for the trans. Bus Service Bus Service Periority momise uses a wheelchair and appreciates the ramps for the buses and the elevators for the trains. Bus Service Bus Service <td></td> <td></td>		
Punding metro is my #1 priority. Operating Budget, Management and Spending I heavily rely on D6 and D2 to go from DuPont Circle station to Georgetown University Hospital form Duke Ellington School and Georgetown University Hospital will be adversely affected! Bus Service You must end consideration of eliminating the M4 bus route. It's the only service in this neighborhood and essential for students, caregivers, commuters. The M4 route is the only option for retires choosing to remain in their homes that allows them to minimize use of automobiles. Midday service could be reduced. Fares could be increased. Proposing to eliminate service entirely only promotes greater traffic congestion. Bus Service Overall, current metro service is just ok. I'd be very disappointed to see it take further steps backwards. Rall Service Rall Service Overall, Will be buice budget to ensure we still have funds for transportation. A lot of people rely on public transit. My little cousins use the buses to get around and to go to work. One of my homies uses a wheelchair and appreciates that era mg for the buses and the elevators for the trains. Please keep the public transit. My little cousin sue that eds them go around town without having to get a special Uber or a person with a specialized van to pick them up. I love the Metro, please keep it up! We have my favorite metro system in the country! Operating Budget, Management and Spending Wy child relies to the M4 2013 D33, and D34 to get to and from our home near Military Rd & Nebraka Ave and Alice Deal Middle School. My other child, who has a physical disability and will attend Alice Deal Middle School in a few years will absolutely rely on these bus lines every single day (she does not require paratransit, but need shee Metrobus lines since he cannot wuth the mile to		
I heavily rely on D6 and D2 to go from DuPont Circle station to Georgetown University Hospital for my work, if you cut those routes a countless number of students from Duke Ellington School and Georgetown University Hospital will be adversely affected! You must end consideration of eliminating the M4 bus route. It?s the only option for retirees choosing to remain in their homes that allows them to minimize use of automobiles. Nitday service could be reduced. Fares could be increased. Proposing to eliminate service entirely only promotes greater traffic congestion. Overall, current metro service is just ok. I'd be very disappointed to see it take further steps backwards. Rail Service G2 route to Georgetown University is a crucial route that needs to be preserved. Many students use it. Definitely maintain the bus routes it the G2. Increase fees if need be. Maybe we should cut other funds in the city like the police budget to ensure we still have funds for the ransport of not without having to get a special Uber or a person with a specialized van to pick them up. I love the Metro, please keep it up! We have my favorite metro system in the country! Wy child relies on the M4, D31, D33, and D34 to get to and from our home near Military Rd & Nebraska Ave and Alice Deal Middle School. My other child, who has a physical disability and will attend Alice Deal Middle School. My other child, who has a physical disability and will attend Alice Deal Middle School. My other child, who has a physical disability and will attend Alice Deal Middle School. My tother child, who has a many, many children rely on them to DV ORT ELIMINATE THESE BUS LINES: M4, D31, D33, and D34 as many, many children rely on them to		One write Durlet Measurement and Secondian
work, if you cut those routes a countless number of students from Duke Ellington School and Georgetown University Hospital will be adversely affected! You must end consideration of eliminating the M4 bus route. It?s the only service in this neighborhood and essential for students, caregivers, commuters. The M4 route is the only option for retirees choosing to remain in their homes that allows them to minimize use of automobiles. Milday service could be reduced. Fares could be increased. Proposing to eliminate service entirely only promotes greater traffic congestion. Overall, current metro service is just ok. I'd be very disappointed to see it take further steps backwards. G2 route to Georgetown University is a crucial route that needs to be preserved. Many students use it. Definitely maintain the bus routes like the G2. Increase fees if need be. Maybe we should cut other funds in the city like the police budget to ensure we still have funds for transportation. A lot of people rely on public transit. My little cousins use the buses to get around and to go to work. One of my homise uses a wheelchair and appreciates the ramps for the buses and the elevators for the trains. Please keep the public transit open because that lets them go around town without having to get a special Uber or a person with a specialized van to pick them up. I love the Metro, please keep it upl We have my favorite metro system in the country! My child relies on the MA, D31, D33, and D34 to get to and from our home near Military Rd & Nebraska Ave and Alice Deal Middle School. My other child, who has a physical disability and will attend Alice Deal Middle School. In a few years will absolutely rely on these bus lines every single day (she does not require paratransit, but redes these Metrobus lines since she cannot walk the mile to school.) PLEASE DO NOT ELIMINATE THESE BUS LINES: MA, D31, D33, and D34 as many, many children rely on them to		operating budget, Management and Spending
Georgetown University Hospital will be adversely affected! Bus Service You must end consideration of eliminating the M4 bus route. It's the only service in this neighborhood and essential for students, caregivers, commuters. The M4 route is the only option for retirees choosing to remain in their homes that allows them to minimize use of automobiles. Midday service could be reduced. Fares could be increased. Proposing to eliminate service entirely only promotes greater traffic congestion. Bus Service Overall, current metro service is just ok. I'd be very disappointed to see it take further steps backwards. Rail Service Of rout to Georgetown University is a crucial route that needs to be preserved. Many students use it. Bus Service Definitely maintain the bus routes like the G2. Increase fees if need be. Maybe we should cut other funds in the city like the police budget to ensure we still have funds for transportation. A lot of people rely on public transit. My little cousins use the buses to get around and to go to work. One of my homies uses a wheelchair and appreciates the ramps for the buses and the elevators for the trans. Perating Budget, Management and Spending My child relies on the M4, D31, D33, and D34 to get to and from our home near Military Rd & Nebraska Ave and Alice Deal Middle School. Ny other child, who has a physical disability and will attened Alice beal Middle School. Ny other child, who has a physical disability and will attened Alice beal Not ELIMINATE THESE BUS LINES: M4, D31, D33, and D34 as many, many children rely on them to Operating Budget, Management and Spending		
You must end consideration of eliminating the M4 bus route. It?s the only service in this neighborhood and essential for students, caregivers, commuters. The M4 route is the only option for retires choosing to remain in their homes that allows them to minimize use of automobiles. Midday service could be reduced. Fares could be increased. Proposing to eliminate service entirely only promotes greater traffic congestion. Overall, current metro service is just ok. I'd be very disappointed to see it take further steps backwards. Rail Service G2 route to Georgetown University is a crucial route that needs to be preserved. Many students use it. Bus Service G2 route to Georgetown University is a crucial route that needs to be preserved. Many students use it. Homise uses a wheelchair and appreciates the ramps for the buses and the elevators for the trains. Please keep the public transit open because that lets them go around town without having to get a special Uber or a person with a specialized van to pick them up. I love the Metro, please keep it upl We have my favorite metro system in the country! Wy child relies on the 4A, D31, D33, and D34 to get to and from our home near Military Rd & Nebraska Ave and Alice Deal Middle School I. My other child, who has a physical disability and will attend Alice Deal Middle School In a few years will also lutely rely on these bus lines every single day (she does not require partarnsit, but needs these Metrobus lines since she cannot walk the mile to school.) PLEASE DO NOT ELIMINATE THESE BUS LINES: M4, D31, D33, and D34 as many, many children rely on them to		Bus Service
and essential for students, caregivers, commuters. The M4 route is the only option for retirees choosing to remain in their homes that allows them to minimize use of automobiles. Midday service could be reduced. Fares could be increased. Proposing to eliminate service entirely only promotes greater traffic congestion. Deverall, current metro service is just ok. I'd be very disappointed to see it take further steps backwards. G2 route to Georgetown University is a crucial route that needs to be preserved. Many students use it. Bus Service Definitely maintain the bus routes like the G2. Increase fees if need be. Maybe we should cut other funds in the city like the police budget to ensure we still have funds for transportation. A lot of people rely on public transit. My little cousins use the buses to get around and to go to work. One of my homies uses a wheelchair and appreciates the ramps for the buses and the elevators for the trains. Please keep the public transit open because that lets them go around town without having to get a special Uber or a person with a specialized van to pick them up. I love the Metro, please keep it upl W have my favorite metro system in the country! My child relies on the Ad, D31, D33, and D34 to get to and from our home near Military Rd & Nebraska Ave and Alice Deal Middle School. My other child, who has a physical disability and will attend Alice Deal Middle School. My other child, who has a physical disability and will attend Alice Deal Middle School. My other child, who has a physical disability and will attend Alice Do NOT ELIMINATE THESE BUS LINES: MA, D31, D33, and D34 as many, many children rely on them to		
to remain in their homes that allows them to minimize use of automobiles. Midday service could be reduced. Fares could be increased. Proposing to eliminate service entirely only promotes greater traffic congestion. Bus Service Overall, current metro service is just ok. I'd be very disappointed to see it take further steps backwards. Rail Service G2 route to Georgetown University is a crucial route that needs to be preserved. Many students use it. Definitely maintain the bus routes like the G2. Increase fees if need be. Maybe we should cut other funds in the city like the police budget to ensure we still have funds for transportation. A lot of people rely on public transit. My little cousins use the buses to get around and to go to work. One of my homies uses a wheelchair and appreciates the ramps for the buses and the elevators for the trains. Please keep the public transit open because that lets them go around town without having to get a special Uber or a person with a specialized van to pick them up. I love the Metro, please keep it up I'M child relies on the M4, D31, D33, and D34 to get to and from our home near Military Rd & Nebraska Ave and Alice Deal Middle School I. My other child, who has a physical disability and will attend Alice Deal Middle School I. My other child, who has a physical disability and will then dalice Deal Middle School I. My other child, who has a physical disability and will then dalice Deal Middle School I. My other child, who has a my sing eavy signed ay (she does not require paratransit, but needs these Metrobus lines since she cannot walk the mile to school.) PLEASE DO NOT ELIMINATE THESE BUS LINES: M4, D31, D33, and D34 as many, many children rely on them to		
congestion. Bus Service Overall, current metro service is just ok. I'd be very disappointed to see it take further steps backwards. Rail Service Bus Service G2 route to Georgetown University is a crucial route that needs to be preserved. Many students use it. Bus Service Definitely maintain the bus routes like the G2. Increase fees if need be. Maybe we should cut other funds in the city like the police budget to ensure we still have funds for transportation. A lot of people rely on public transit. My little cousins use the buses to get around and to go to work. One of my homies uses a wheelchair and appreciates the ramps for the buses and the elevators for the trains. Please keep the public transit open because that lets them go around town without having to get a special Uber or a person with a specialized van to pick them up. I love the Metro, please keep it upl We have my favorite metro system in the country! Operating Budget, Management and Spending Wy child relies on the MA, D31, D33, and D34 to get to and from our home near Military Rd & Nebraska Ave and Alice Deal Middle School in a few years will absolutely rely on these bus lines every single day (she does not require paratransit, but needs these Metrobus lines since she cannot walk the mile to school.) PLEASE Operating Budget, Management and Spending Do NOT ELIMINATE THESE BUS LINES: M4, D31, D33, and D34 as many, many children rely on them to Not the rely on them to		
Overall, current metro service is just ok. I'd be very disappointed to see it take further steps backwards. Rail Service G2 route to Georgetown University is a crucial route that needs to be preserved. Many students use it. Bus Service Definitely maintain the bus routes like the G2. Increase fees if need be. Maybe we should cut other funds in the city like the police budget to ensure we still have funds for transportation. A lot of people rely on public transit. My little cousins use the buses to get around and to go to work. One of my homies uses a wheelchair and appreciates the ramps for the buses and the elevators for the trains. Please keep the public transit open because that lets them go around town without having to get a special Uber or a person with a specialized van to pick them up. I love the Metro, please keep it upl We have my favorite metro system in the country! Operating Budget, Management and Spending My child relies on the M4, D31, D33, and D34 to get to and from our home near Military Rd & Nebraska Ave and Alice Deal Middle School I. My other child, who has a physical disability and will attend Alice Deal Middle School I. My other child, who has a physical disability and will tend Alice Deal Middle School I. My other child, who has a my sing eavy single day (she does not require paratransit, but needs these Metrobus lines since she cannot walk the mile to school.) PLEASE D0 NOT ELIMINATE THESE BUS LINES: M4, D31, D33, and D34 as many, many children rely on them to	reduced. Fares could be increased. Proposing to eliminate service entirely only promotes greater traffic	
G2 route to Georgetown University is a crucial route that needs to be preserved. Many students use it. Definitely maintain the bus routes like the G2. Increase fees if need be. Maybe we should cut other funds in the city like the police budget to ensure we still have funds for transportation. A lot of people rely on public transit. W little cousins use the buses to get around and to go to work. One of my homies uses a wheelchair and appreciates the ramps for the buses and the elevators for the trains. Please keep the public transit open because that lets them go around town without having to get a special Uber or a person with a specialized van to pick them up. I love the Metro, please keep it up! My child relies on the M4, D31, D33, and D34 to get to and from our home near Military Rd & Nebraska Ave and Alice Deal Middle School I. My other child, who has a physical disability and will attend Alice Deal Middle School I. My other child, who has a physical disability and will attend Alice Deal Middle School I. My other child, who has a many, many children rely on them to DO NOT ELIMINATE THESE BUS LINES: M4, D31, D33, and D34 as many, many children rely on them to		
Definitely maintain the bus routes like the G2. Increase fees if need be. Maybe we should cut other funds in the city like the police budget to ensure we still have funds for transportation. A lot of people rely on public transit. My little cousins use the buses to get around and to go to work. One of my homies uses a wheelchair and appreciates the ramps for the buses and the elevators for the trains. Please keep the public transit open because that lets them go around town without having to get a special Uber or a person with a specialized van to pick them up. I love the Metro, please keep it upl have my favorite metro system in the country! My child relies on the M4, D31, D33, and D34 to get to and from our home near Military Rd & Nebraska Ave and Alice Deal Middle School I. My other child, who has a physical disability and will attend Alice Deal Middle School In a few years will absolutely rely on these bus lines every single day (she does not require partarish; but needs these Metrobus lines since she cannot walk the mile to school.) PLEASE DO NOT ELIMINATE THESE BUS LINES: M4, D31, D33, and D34 as many, many children rely on them to		
funds in the city like the police budget to ensure we still have funds for transportation. A lot of people rely on public transit. My little cousins use the buses to get around and to go to work. One of my homies uses a wheelchair and appreciates the ramps for the buses and the elevators for the trains. Please keep the public transit open because that lets them go around town without having to get a special Uber or a person with a specialized van to pick them up. I love the Metro, please keep it upl We have my favorite metro system in the country! My child relies on the M4, D31, D33, and D34 to get to and from our home near Military Rd & Nebraska Ave and Alice Deal Middle School. My other child, who has a physical disability and will attend Alice Deal Middle School in a few years will absolutely rely on these bus lines every single day (she does not require paratransit, but needs these Metrobus lines since she cannot walk the mile to school.) PLEASE DO NOT ELIMINATE THESE BUS LINES: M4, D31, D33, and D34 as many, many children rely on them to		Bus Service
rely on public transit. My little cousins use the buses to get around and to go to work. One of my homies uses a wheelchair and appreciates the ramps for the buses and the elevators for the trains. Please keep the public transit open because that lets them go around town without having to get a special Uber or a person with a specialized van to pick them up. I love the Metro, please keep it up! We have my favorite metro system in the country! My child relies on the M4, D31, D33, and D34 to get to and from our home near Military Rd & Nebraska Ave and Alice Deal Middle School in a few years will absolutely rely on these bus lines every single day (she does not require partarnsit, but needs these Metrobus lines since she cannot walk the mile to school.) PLEASE DO NOT ELIMINATE THESE BUS LINES: M4, D31, D33, and D34 as many, many children rely on them to		
homies uses a wheelchair and appreciates the ramps for the buses and the elevators for the trains. Please keep the public transit open because that lets them go around town without having to get a special Uber or a person with a specialized van to pick them up. I love the Metro, please keep it up! Vec have my favorite metro system in the country! My child relies on the M4, D31, D33, and D34 to get to and from our home near Military Rd & Nebraska Ave and Alice Deal Milddle School I. My other child, who has a physical disability and will attend Alice Deal Milddle School in a few years will absolutely rely on these bus lines every single day (she does not require paratransit, but needs these Metrobus lines since she cannot walk the mile to school.) PLEASE DO NOT ELIMINATE THESE BUS LINES: M4, D31, D33, and D34 as many, many children rely on them to		
Please keep the public transit open because that lets them go around town without having to get a special Uber or a person with a specialized van to pick them up. I love the Metro, please keep it up! Operating Budget, Management and Spending My child relies on the M4, D31, D33, and D34 to get to and from our home near Military Rd & Nebraska Operating Budget, Management and Spending Ave and Alice Deal Middle School. My other child, who has a physical disability and will attend Alice Deal Middle School in a few years will absolutely rely on these bus lines every single day (she does not Point ELIMINATE THESE BUS LINES: M4, D31, D33, and D34 as many, many children rely on them to Deal Middle School in a few years will absolutely rely on these bus lines every single day (she does not		
special Uber or a person with a specialized van to pick them up. I love the Metro, please keep it up! We have my favorite metro system in the country! Operating Budget, Management and Spending My child relies on the M4, D31, D33, and D34 to get to and from our home near Military Rd & Nebraska Ave and Alice Deal Middle School. My other child, who has a physical disability and will attend Alice Deal Middle School in a few years will absolutely rely on these bus lines every single day (she does not require paratransit, but needs these Metrobus lines since she cannot walk the mile to school.) PLEASE DO NOT ELIMINATE THESE BUS LINES: M4, D31, D33, and D34 as many, many children rely on them to		
have my favorite metro system in the country! Operating Budget, Management and Spending My child relies on the M4, D31, D33, and D34 to get to and from our home near Military Rd & Nebraska Ave and Alice Deal Middle School. My other child, who has a physical disability and will attend Alice Deal Middle School in a few years will absolutely rely on these bus lines every single day (she does not require paratransit, but needs these Metrobus lines since she cannot walk the mile to school.) PLEASE DO NOT ELIMINATE THESE BUS LINES: M4, D31, D33, and D34 as many, many children rely on them to		
My child relies on the M4, D31, D33, and D34 to get to and from our home near Military Rd & Nebraska Ave and Alice Deal Middle School. My other child, who has a physical disability and will attend Alice Deal Middle School in a few years will absolutely rely on these bus lines every single day (she does not require paratransit, but needs these Metrobus lines since she cannot walk the mile to school.) PLEASE DO NOT ELIMINATE THESE BUS LINES: M4, D31, D33, and D34 as many, many children rely on them to		Operating Budget, Management and Spending
Ave and Alice Deal Middle School. My other child, who has a physical disability and will attend Alice Deal Middle School in a few years will absolutely rely on these bus lines every single day (she does not require paratransit, but needs these Metrobus lines since she cannot walk the mile to school.) PLEASE DO NOT ELIMINATE THESE BUS LINES: M4, D31, D33, and D34 as many, many children rely on them to		
require paratransit, but needs these Metrobus lines since she cannot walk the mile to school.) PLEASE DO NOT ELIMINATE THESE BUS LINES: M4, D31, D33, and D34 as many, many children rely on them to		
DO NOT ELIMINATE THESE BUS LINES: M4, D31, D33, and D34 as many, many children rely on them to	Deal Middle School in a few years will absolutely rely on these bus lines every single day (she does not	
get to school!! Bus Service		
	get to school!!	Bus Service

Comment	Category
As a senior citizen, I depend on the M4 and L2 to get to my doctor's offices downtown and to Sibley	
Hospital. This proposed reduction in service will really hurt me and other seniors who depend on the	
bus. The other group who will be affected negatively are the students who depend on the bus to get to	
school each day. Metro could cut costs by using smaller buses during light ridership times.	Bus Service

LETTERS



ADVISORY NEIGHBORHOOD COMMISSION 3C GOVERNMENT OF THE DISTRICT OF COLUMBIA

CLEVELAND PARK • MASSACHUSETTS AVENUE HEIGHTS • WOODLAND-NORMANSTONE • WOODLEY PARK

Single Member District Commissioners 01-Hayden Gise; 02-Adam Prinzo; 03-Janell Pagats 04-Roric McCorristin; 05-Sauleh Siddiqui; 06-Tammy Gordon 07-Gawain Kripke; 08-Rick Nash P.O. Box 4966 Washington, DC 20008 Website http://www.anc3c.org Email all@anc3c.org

ANC 3C Resolution 2024-CONSENT Resolution in Support of a Sustainable Budget for WMATA

WHEREAS, the Washington Metropolitan Area Transit Authority (WMATA) provides essential transit access to and from our community;

WHEREAS, ANC 3C has long supported robust public transit in Ward 3 and for our neighborhoods;¹

WHEREAS, the ANC 3C community benefits tremendously from the Cleveland Park and Woodley Park Metro stations which residents and visitors use to shop, dine, worship, or socialize in the area, as well as to visit the National Zoo, which hosts nearly two million visitors a year;

WHEREAS, in the urban neighborhoods we represent, many residents do not own cars, meaning they rely on transit service for far more than commuting to and from work, including for trips to medical and dental appointments, houses of worship, shopping and entertainment destinations, visits with family and friends, and myriad other purposes;

WHEREAS, the District of Columbia Government has long-promoted car-free living and District residents have, as a result, relied on assurances that transit services would be available as they made the decisions to purchase or rent their homes, and often to accept higher prices or rents that result from proximity to frequent transit service;

WHEREAS ANC3C has called for WMATA's "Visionary Network proposal" to maintain and expand bus routes that serve Woodley Park and Cleveland Park, including passing a <u>resolution</u> in May 2023²;

WHEREAS, in December the General Manager of Metro released a proposal for FY25 that would reconcile a \$750 million operating budget deficit with radical reductions in Metrorail and Metrobus service;

¹ <u>https://anc3c.org/wp-content/uploads/2020/12/ANC3C-Resolution-2020-015-Regarding-WMATA-Budget.pdf</u>

² https://anc3c.org/wp-content/uploads/2023/05/ANC3C-Resolution-2023-CONSENT-WMATA-Visionary-Network.pdf

WHEREAS, the Cleveland Park station previously has been identified for closure if severe budget cuts are required by WMATA, in addition to a variety of service reductions³;

WHEREAS, WMATA has proposed to <u>eliminate the 96 and D6 bus</u> as part of budget cuts, as well as reductions to 31/33 and D6 bus lines which are critical for students to attend neighborhood schools including Hardy Middle School, Macarthur High School, and Jackson-Reed High School; DCPS currently provides no public school buses to support student access to these schools;

WHEREAS, the current 31/33 service along Wisconsin Avenue NW is insufficient for people who need to commute to or from downtown, especially coming from downtown in the evening;

WHEREAS, Metro is unique among transit agencies in the United States in that it is legally required to pass a balanced budget every year, yet has no independent or dedicated funding stream;

THEREFORE BE IT RESOLVED, that ANC 3C finds the cuts proposed by the General Manager unacceptable and urges the WMATA Board to reject this proposal;

BE IT FURTHER RESOLVED, that ANC 3C recognizes the dire financial straits facing WMATA and calls upon the Mayor and the Council to secure additional funding for WMATA in coordination with Maryland and Virginia also contributing a commensurate amount;

BE IT FURTHER RESOLVED, that ANC 3C calls upon the Mayor and the Council to work with counterparts in Maryland and Virginia to secure a sustainable and dedicated source of funding for WMATA, which we urge to not have a disproportionate impact on lower-income individuals;

BE IT RESOLVED, the Commission opposes the elimination of the 96 bus route and calls upon WMATA to restore the route with at minimum medium frequency⁴;

BE IT FURTHER RESOLVED, ANC 3C asks the L1 bus route to be restored in the Visionary Network and reiterates the request made via <u>resolution</u>⁵ passed January 19, 2022;

BE IT FURTHER RESOLVED, the Commission asks north-south service on Wisconsin Avenue NW for lines similar to the 31 and 33 buses be increased in the Visionary Network and be increased in the near term, regardless of when and how WMATA implements the visionary network;

BE IT FURTHER RESOLVED, that the Commission asks the Mayor of the District of Columbia and the Council of the District of Columbia to stipulate that none of the District's funding for WMATA go to

³ Source: <u>https://www.wmata.com/about/board/meetings/board-pdfs/upload/3B-FY2022-Budget-Update-2.pdf</u> and <u>https://helenkellerintl.org/our-stories/poor-mans-crop-helen-potatoes/</u> and as cited in <u>https://anc3c.org/wp-content/uploads/2020/12/ANC3C-Resolution-2020-015-Regarding-WMATA-Budget.pdf</u>

⁴ <u>https://anc3c.org/wp-content/uploads/2023/05/ANC3C-Resolution-2023-CONSENT-WMATA-Visionary-Network.pdf</u>

⁵

https://anc3c.org/wp-content/uploads/2022/01/ANC3C-Resolution-2022-CONSENT-Regarding-ANC-3C-Support-of-Reinst ating-the-L1-Bus-Line-by-Including-Funds-in-the-Washington-Metropolitan-Area-Transit-Authority-Budget-for-Fiscal-Year-2 023.pdf

revamping or redesigning the Potomac Yards Metro stop in Virginia in anticipation the potential move of Monumental Sports & Entertainment (MSE);

BE IT FURTHER RESOLVED, that the ANC authorizes the Chair and the Commissioners for 3C05 and 3C07 to represent the Commission on this matter.

Attested by

Janell Pagats Chair, on February 20, 2024

This resolution was approved by voice vote on February 20, 2024, at a scheduled and noticed public meeting of ANC 3C at which a quorum (a minimum of 5 of 8 commissioners) was present.

I wrote to metro to complain before, there's nothing to upload.

I am a veteran metro rider and am deeply disappointed how unclean metro has become: Tiles are filthy, elevators and escalators are ignored. I remember metro crew maintaining and sanitizing high-touch areas. Where have the budget been spent where at minimum Top-Notch Commercial Floor Cleaning Machines can't be visibly used. The Pentagon tiles are nasty looking, just atrocious.

------ Forwarded message ------From: WMATA Customer Service <<u>csvc@wmata.com</u>> Date: Thu, Nov 16, 2023, 6:37 PM Subject: Rail - Cleaning [Incident: 231114-000280]

To: < >

Recently you requested personal assistance from our on-line support center. Below is a summary of your request and our response.
Subject
Rail - Cleaning
Response By Email (Teddy) (11/16/2023 06:37 PM)
Dear Customer,
Thank you for sharing your concerns regarding station maintenance. Your concern has been sent to the rail division for review and follow-sup.
Sincerely,

Office of Customer Relations

Tel. 202-637-0128

Auto-Response By (Administrator) (11/14/2023 02:05 PM)

Dear Ester:

Thank you for submitting your feedback to Metro. Your comments will be shared with the appropriate personnel for any necessary action. If you have requested further information or a specific reply, please allow up to 5 business days for a response. If you wish to contact us again or have additional information regarding this comment, simply "Reply with history" to this email and refer to the following case number: 231114-000280.

Office of Customer Relations

Washington Metropolitan Area Transit Authority

Customer By Service Web (Ester Ruth) (11/14/2023 02:05 PM)

Why are the tiles so filthy at the Pentagon Metro. Up and Down. Please get a cleaning crew to mop and sensitize big time

Question Reference # 231114-000280

- Date Created: 11/14/2023 02:05 PM
- Date Last Updated: 11/16/2023 06:37 PM



ADVISORY NEIGHBORHOOD COMMISSION 3C GOVERNMENT OF THE DISTRICT OF COLUMBIA

CLEVELAND PARK • MASSACHUSETTS AVENUE HEIGHTS • WOODLAND-NORMANSTONE • WOODLEY PARK

Single Member District Commissioners 01-Hayden Gise; 02-Adam Prinzo; 03-Janell Pagats 04-Roric McCorristin; 05-Sauleh Siddiqui; 06-Tammy Gordon 07-Gawain Kripke; 08-Rick Nash P.O. Box 4966 Washington, DC 20008 Website http://www.anc3c.org Email all@anc3c.org

ANC 3C Resolution 2024-CONSENT Resolution in Support of a Sustainable Budget for WMATA

WHEREAS, the Washington Metropolitan Area Transit Authority (WMATA) provides essential transit access to and from our community;

WHEREAS, ANC 3C has long supported robust public transit in Ward 3 and for our neighborhoods;¹

WHEREAS, the ANC 3C community benefits tremendously from the Cleveland Park and Woodley Park Metro stations which residents and visitors use to shop, dine, worship, or socialize in the area, as well as to visit the National Zoo, which hosts nearly two million visitors a year;

WHEREAS, in the urban neighborhoods we represent, many residents do not own cars, meaning they rely on transit service for far more than commuting to and from work, including for trips to medical and dental appointments, houses of worship, shopping and entertainment destinations, visits with family and friends, and myriad other purposes;

WHEREAS, the District of Columbia Government has long-promoted car-free living and District residents have, as a result, relied on assurances that transit services would be available as they made the decisions to purchase or rent their homes, and often to accept higher prices or rents that result from proximity to frequent transit service;

WHEREAS ANC3C has called for WMATA's "Visionary Network proposal" to maintain and expand bus routes that serve Woodley Park and Cleveland Park, including passing a <u>resolution</u> in May 2023²;

WHEREAS, in December the General Manager of Metro released a proposal for FY25 that would reconcile a \$750 million operating budget deficit with radical reductions in Metrorail and Metrobus service;

¹ <u>https://anc3c.org/wp-content/uploads/2020/12/ANC3C-Resolution-2020-015-Regarding-WMATA-Budget.pdf</u>

² https://anc3c.org/wp-content/uploads/2023/05/ANC3C-Resolution-2023-CONSENT-WMATA-Visionary-Network.pdf

WHEREAS, the Cleveland Park station previously has been identified for closure if severe budget cuts are required by WMATA, in addition to a variety of service reductions³;

WHEREAS, WMATA has proposed to <u>eliminate the 96 and D6 bus</u> as part of budget cuts, as well as reductions to 31/33 and D6 bus lines which are critical for students to attend neighborhood schools including Hardy Middle School, Macarthur High School, and Jackson-Reed High School; DCPS currently provides no public school buses to support student access to these schools;

WHEREAS, the current 31/33 service along Wisconsin Avenue NW is insufficient for people who need to commute to or from downtown, especially coming from downtown in the evening;

WHEREAS, Metro is unique among transit agencies in the United States in that it is legally required to pass a balanced budget every year, yet has no independent or dedicated funding stream;

THEREFORE BE IT RESOLVED, that ANC 3C finds the cuts proposed by the General Manager unacceptable and urges the WMATA Board to reject this proposal;

BE IT FURTHER RESOLVED, that ANC 3C recognizes the dire financial straits facing WMATA and calls upon the Mayor and the Council to secure additional funding for WMATA in coordination with Maryland and Virginia also contributing a commensurate amount;

BE IT FURTHER RESOLVED, that ANC 3C calls upon the Mayor and the Council to work with counterparts in Maryland and Virginia to secure a sustainable and dedicated source of funding for WMATA, which we urge to not have a disproportionate impact on lower-income individuals;

BE IT RESOLVED, the Commission opposes the elimination of the 96 bus route and calls upon WMATA to restore the route with at minimum medium frequency⁴;

BE IT FURTHER RESOLVED, ANC 3C asks the L1 bus route to be restored in the Visionary Network and reiterates the request made via <u>resolution</u>⁵ passed January 19, 2022;

BE IT FURTHER RESOLVED, the Commission asks north-south service on Wisconsin Avenue NW for lines similar to the 31 and 33 buses be increased in the Visionary Network and be increased in the near term, regardless of when and how WMATA implements the visionary network;

BE IT FURTHER RESOLVED, that the Commission asks the Mayor of the District of Columbia and the Council of the District of Columbia to stipulate that none of the District's funding for WMATA go to

³ Source: <u>https://www.wmata.com/about/board/meetings/board-pdfs/upload/3B-FY2022-Budget-Update-2.pdf</u> and <u>https://helenkellerintl.org/our-stories/poor-mans-crop-helen-potatoes/</u> and as cited in <u>https://anc3c.org/wp-content/uploads/2020/12/ANC3C-Resolution-2020-015-Regarding-WMATA-Budget.pdf</u>

⁴ <u>https://anc3c.org/wp-content/uploads/2023/05/ANC3C-Resolution-2023-CONSENT-WMATA-Visionary-Network.pdf</u>

⁵

https://anc3c.org/wp-content/uploads/2022/01/ANC3C-Resolution-2022-CONSENT-Regarding-ANC-3C-Support-of-Reinst ating-the-L1-Bus-Line-by-Including-Funds-in-the-Washington-Metropolitan-Area-Transit-Authority-Budget-for-Fiscal-Year-2 023.pdf

revamping or redesigning the Potomac Yards Metro stop in Virginia in anticipation the potential move of Monumental Sports & Entertainment (MSE);

BE IT FURTHER RESOLVED, that the ANC authorizes the Chair and the Commissioners for 3C05 and 3C07 to represent the Commission on this matter.

Attested by

Janell Pagats Chair, on February 20, 2024

This resolution was approved by voice vote on February 20, 2024, at a scheduled and noticed public meeting of ANC 3C at which a quorum (a minimum of 5 of 8 commissioners) was present.

WMATA

February 23, 2024

To whom it may concern,

I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses, and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus is the only reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA cuts service.

Please consider all efforts to protect the full T2 Metrobus for the many riders who require this service to get to work. Thank you for your time and consideration.

Venus Jordan

John Ewers

Washington, DC 20011

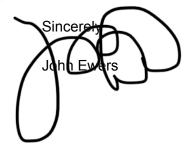
23 February 2024

Dear Washington Metropolitan Area Transit Authority:

Having been advised that WMATA is contemplating closing the T2 Metrobus route, I write today to express how vital to our community that route is. It is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable and affordable public transportation to that part of the County, which is critical for the County's economy and for the livelihoods of those who use public transportation to and from that area.

Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities.

Thank you for your time and consideration.



To whom it may concern:

I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area.

Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration.

Respectfully,

Nancy El-Hibri Potomac, MD

From:	
To:	speak@wmata.com
Cc:	
Subject:	Please DO NOT cut Metro services in Prince George
Date:	Friday, February 23, 2024 3:42:24 PM

I am writing to express my deep concern regarding the proposed public transportation service cuts within the WMATA system. As a resident and regular user of WMATA services, I strongly oppose any reductions to our public transit network.

Public transportation is an essential lifeline for countless individuals in our community, providing access to employment, education, healthcare, and essential services. Any cuts to bus routes, train frequencies, or other services would disproportionately impact low-income communities, seniors, individuals with disabilities, and essential workers who rely on public transit to meet their daily needs.

Reduced service levels would not only inconvenience passengers but also exacerbate traffic congestion, environmental pollution, and economic inequality. It is imperative that WMATA continues to prioritize the accessibility, affordability, and reliability of public transportation for all residents across the Washington metropolitan area.

As a responsible steward of public transportation, WMATA has a duty to uphold its commitment to serving the needs of the diverse population it serves. I implore you to prioritize the well-being and mobility of riders by preserving and enhancing our public transit services.

Thank you for your attention to this urgent matter. I trust that WMATA will take into account the concerns of residents and passengers as it makes decisions regarding the future of our transit system.

Regards,

Mary Mason

February 23, 2024

Phil Sahady

Potomac, MD 20854

To Whom It May Concern,

This letter is to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses, and families to access both Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. Including servicing nearby schools (e.g., Norwood and Holy Child). This bus service is a crucial support for our area and eliminating it would cause great hard to the students and parents of these school and surrounding businesses and homes.

Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration.

Phill Bdales

Phil Sahady Concerned Citizen and Father of a past Holy Child Student

To Whom it May Concern:

I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area.

Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration.

Many thanks for your consideration. Gary Niskanen

Do You Expect Me To Talk?

Posted by Alan Suderman on Aug. 10, 2010 at 6:38 pm

The D.C. Council is moving to try to force one of the subjects of its parks contracts probe to be more forthcoming with special investigator **Robert Trout**.

In pursuit of details on the murky contracts that have <u>enriched</u> Mayor Adrian Fenty's fraternity pals, Trout wants Banneker Ventures' Omar Karim to start talking about his law firm, Liberty Law Group. Liberty Law made payments of \$600,000 to Liberty Industries, which is owned by another Fenty friend, Sinclair Skinner, the *Post* has <u>reported</u>.

During his testimony before Trout in April, Skinner said those payments were not related to the parks contracts. Ward 5 Councilmember **Harry Thomas Jr.** said Karim, who has already been deposed by Trout, is singing the same tune. So today, Thomas asked the council to reconvene Thursday to consider legislation that would allow Trout to get a court order compelling Karim to answer questions and turn over records related to Liberty Law. LL has a call into Karim's attorney, **A. Scott Bolden**, and will update as necessary. Chances are D.C. Council Chairman **Vincent Gray**—who, after all, has an election to win—won't stand in the way if Thomas wants the council to chew on the parks investigation a bit more.

After the jump, read Thomas' letter to Gray:

I am writing to request an Additional Legislative Meeting for this Thursday, August 12, 2010, to consider the, "Enforcement of Subpoena of Omar Karim Resolution of 2010." The Committee on Libraries, Parks and Recreation has scheduled an Additional Committee Meeting on August 12th to consider and vote on the measure prior to its consideration by the Council.

After conferring with the Committee's Special Counsel pursuant to the, "Committee on Libraries, Parks and Recreation Budget Transparency Investigation Resolution of 2009," it was determined that compelling the testimony of Mr. Omar Karim, Founder of Banneker Ventures, LLC, is vital to the integrity and completion of the investigative report. This resolution will authorize the Special Counsel to address this matter in Superior Court.

Vincent Gray, The Friendly Looking Vampire

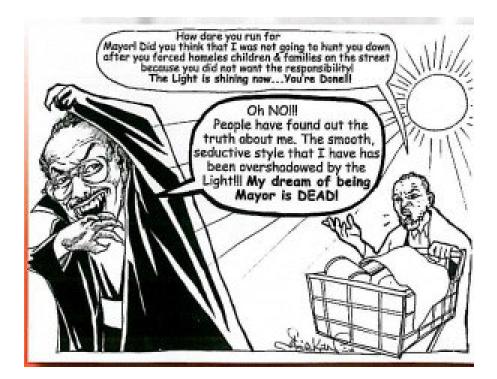
Posted by Alan Suderman on Aug. 10, 2010 at 1:53 pm

Folks have been tough on Mayor **Adrian Fenty** lately—booing him at forums (and at funerals), slapping <u>posters</u> mocking him up <u>around</u> Adams Morgan, voting against him at straw polls. At times like these, a guy needs to know he's got a friend he can count on.

Fortunately for Fenty, he's got **Ron Moten**.

Just in time for the mayoral primary, the Peaceaholics founder (whose group has reportedly received <u>\$8 million</u> in city contracts in the last four years) has dropped a new issue of *The Otherside Magazine*, a publication whose chief purpose seems to be to convince people that they don't really want to vote for **Vincent Gray**, after all. Take these two cartoons, featuring Gray as a friendly looking vampire:

We Could Do Better!" But In 1991, I seduced the people of the District to let look what we got in return for letting him run 1/3 of the city's budget! ine run D.H.S. I was responsible for the city's Needy, Foster Care, HIV/AI.D.S., He let the children in foster care down by losing millions of dollars in Federal Funds to foster care because he chose not to fill out the paperwork the homeless & much morel He foiled thousands of sick IV/ALD.5, patients by goin va years without a director, hile his employees used the funds for personal use



Eat your heart out, **Tom Toles**! Much like the Moten-produced rap <u>songs</u>, these cartoons are heavy on talking points, light on any real artistic inspiration. (Though LL chuckled at the B-movie dialogue in the second one.)

Also in *The Otherside* is the "true story" behind the Fenty administration's ill-fated attempt to donate a fire truck and ambulance to a resort town in the Dominican Republic. The magazine correctly points out that the Dominican Republic is on the same island as Haiti, but boldly claims that neither country has "emergency service vehicles," and that if only the fire truck donation had gone through, the earthquake response in Haiti might have gone smoother. (LL went to Haiti in 2001 and cannot recall if he saw a firetruck or an ambulance during his visit.)

"We have seen where Haiti could have put fire truck and the ambulance to great use during the earthquake that struck its residents," the magazine reports, not entirely grammatically.

Moten was passing out *The Otherside* last night at the <u>Ward 8 forum</u>. He says he printed up 10,000 copies. | Store Located | Stard Feedback | Careers | Verticen Thirthfinity | Contact Like | Advertises with Uk | Privacy Policy | Terms and Conditions

As much local politics as humanly possible. Send your tips, releases, stories, events, etc. to lips@washingtoncitypaper.com. And get LL Daily sent straight to your inbox every morning! IN CASE YOU MISSED IT:

- Gray Campaign Gets Punked.
- Speak Up, Omar
- Gray Auditions for True Blood

Good morning, sweet readers! LL saw a beaver swimming in Rock Creek today while walking his (and Kytja's) dogs. A beaver! LL likes to think it was a sign from <u>Eywa</u> that she is pleased with his work. News time:

Race To The Mayoral Mansion Your Own House: Man, was there a lot of mayoral election-related news yesterday. But before LL gets to it, he has a request: How about conducting a friggin' poll on the mayor's race, *WaPo*? When was the last one you did? 2008? What are we not paying you for?!

Money Money: Some late night tweeters first broke the news that D.C. Council Chairman and mayoral hopeful Vincent Gray had won the money race during the last fundraising cycle by more than a two to one margin over Mayor **Adrian Fenty**. Gray raised \$707,911 compared to Fenty's \$308,545 since June 11. Now, that's good news for Gray, but don't forget that Fenty has crushed any chance Gray ever had of outraising him long before Gray got in the race. As of last night, Fenty had raised \$4.68 million compared to Gray's \$1.275 million. And Fenty still has about \$1.3 million more than Gray in the all important "cash on hand" category. Mike DeBonis notes that Fenty has spent a "cool" million making and producing campaign ads and another \$800,000 on salaries and stipends. Other neat tweet facts: Bill Clinton's old golf partner Vernon Jordan gave \$250 to Gray, while Facebook founder Mark Zuckerberg gave to Fenty. More Parks Drama: LL has this story about the D.C. Council moving towards forcing Fenty frat brother Omar Karim to be more forthcoming to special investigator Robert Trout about his law firm, Liberty Law Group. Another Fenty pal, Sinclair Skinner, has also been mum about the \$600,000 Liberty Law paid to Skinner's Liberty Industries, saying those payments had nothing to do with the park contracts the council is investigating.

It's Suing Time: The Fraternal Order of Police filed suit Tuesday against the city over a delayed FOIA request it submitted to find out how MPD and Peaceaholics work together. "The request, filed with the Office of Chief Technology Officer, seeks all documents between Jan. 1 2007 and July 17, related to how the police department responds to requests from Peaceoholics and whether the agency uses government resources to assist the group. The request also seeks information on whether the police department has ever evaluated whether Peaceoholics is effective," reports Tim Craig at the *Post*. Ron Moten, the co-founder of Peaceaholics, tells Craig the lawsuit is politically motivated, and FOP head Kris Baumann is just trying to bash Fenty around before the election. The FOP is backing Gray. Attorney General Peter Nickles tells *The Examiner's* Freeman Klopott the exact same thing. Baumann tells Klopott he's just trying to figure out what is so great about Moten. "Ron Moten has put himself out there for Fenty," Baumann told *The Examiner*. "I find it inexplicable that the mayor would not produce documents that could support Moten's position."

From the vault, here's a clip from a October 2009 *City Paper* cover <u>story</u> on the Peaceaholics describing the scene after a shooting: "If you're not familiar with Moten and his group, you're not familiar with crime in the District. When asked who's in charge of the scene at Alabama and Congress, an officer replies, 'Probably that dude from Peaceoholics; he's the big boss around here.' Standing nearby, a police lieutenant says she has no idea what Moten is doing. "He didn't speak to me or any of my officers," she says.

Craig notes that the *Post* filed a similar FOIA in June with the Department of Youth Rehabilitation Services. "In 2006, DYRS had \$119,000 in contracts with Peaceholics. By 2008, those contracts swelled to nearly \$1 million. In 2009, DYRS had \$675,000 in contracts with Peaceholics to 'reduce youth violence' and enhance 'youth's ability to

navigate day-to-day realities and environmental situations,' according to the agency's FOIA response." And Klopott follows up: "But documents obtained by *The Examiner* show that Peaceoholics also receives cash indirectly from the agency. The nonprofit is a member of the East of the River Police Community Partnership, which received a twoyear DYRS contract valued at about \$3 million in 2009. It's not clear how much of the cash landed in Peaceoholics' hands. Moten has close ties to the Rev. **Donald Isaac**, who heads East of River."

You've Just Been GOPED: The D.C. GOP filed a complaint with the Office of Campaign Finance that Gray ads appearing in *Hill Rag* don't have the required campaign disclosure statements on them, Craig reports. More interesting than the complaint is what LL touched on in his piece about Leo Alexander, and Craig susses out in more detail: D.C. Republicans love Fenty (well, they love schools Chancellor Michelle Rhee, so they like Fenty). "It's not unusual for local GOP or Democratic committees to needle candidates in contested primaries from opposing parties. The D.C. Republican Committee, however, has been singularly focused on Gray for months. Last year, the committee filed a complaint with the Office of Campaign Finance after it was discovered Gray had used his official council stationary to solicit a donation from the D.C. Democratic State Committee. The board cleared Gray of any wrongdoing this spring, but the local GOP is appealing that decision. While he stopped short of a formal endorsement, the executive director of the D.C. Republican Committee told the Washington Post before Gray got into the race in March that the party would not be fielding a candidate this year because most city Republicans support Fenty." Is Your Refrigerator Running?: Late in the day, the Gray campaign puts out a release saying some rascal has hijacked their phone lines and is crank calling people and hanging up. Police said they were investigating. LL blames the phone company. Not Good Enough!: The Post's Ann Marimow finally gives some press to the longneglected Ward 5 race, where the young challengers to Councilmember Harry Thomas Jr. say he's not doing enough to bring in new businesses or city money into the ward. Marimow had her work cut out for her trying to make this story exciting, as there's a probably a reason why no one has been paying attention to it. "His opponents in the Sept. 14 primary—Delano Hunter, a community organizer; Kenyan McDuffie, a former government lawyer; and Tracey Turner, an information technology consultant-said that Thomas has been unresponsive to those who are not politically connected and that his clashes with the administration of Mayor Adrian M. Fenty (D) have been primarily about scoring political points. ... To his supporters, Thomas is highly accessible and responsive. He stays in touch by iPad from the council dais, as well as through Facebook and the cellphone number he lists on his business card. When seniors were left without electricity after a powerful storm last month, he negotiated \$39-a-night hotel rooms. He 'tore down doors' to make sure the city's Water and Sewer Authority was responsive to flood victims in Bloomingdale, said John Frye, a former advisory neighborhood commissioner and labor leader who retired from the water agency in March." Of note: "Thomas isn't coy about his ambitions. If council member Kwame R. Brown (D) is successful in his bid to succeed Vincent C. Gray as council chairman, and a special election is held for Brown's at-large seat, Thomas said, 'I will consider that a very real opportunity."

You Left Something Out: Gay-rights advocate Lane Hudson calls out the *Post* editorial for not mentioning council chairman hopeful Vincent Orange's comments four years ago on gay marriage. "It was baffling to read *The Post*'s endorsement of Vincent Orange for D.C. Council chairman [editorial, Aug. 9] and see no mention of his bigoted comments on marriage equality when he ran for mayor four years ago. Referring to his opponents in the mayoral election, Mr. Orange said, 'I am the only one that is opposed to same-sex marriage. The other four, they say they believe in God, they go to church, but they're also for same-sex marriage . . . I don't think they're morally fit to run this city.' Mr. Orange clarified his views when he told *The Post*: 'If you believe in God, the Bible says be fruitful and multiply. I'm saying same-sex marriage is not condoned by the Bible.' Mr. Orange did not understand the separation of church and state. Of course, since making these discriminatory statements and losing the mayoral race, Mr. Orange claims to have seen the light. He now says his views on God and church are fully compatible with gay marriage; he had a revelation while lobbying for Pepco."

development, calling it disingenuous and odious. "Gray has called the 14-page document 'dynamic and far reaching.' But in it he just regurgitates current programs and policies while proposing to expand government, establish task forces, 'better coordinate' existing agencies and groups, and hold summits."

Neibauer wraps up other races' fundraising [WBJ]

Nate Beeler is great [*Examiner*]

Rhee says she likes D.C. more than Sacramento [<u>Georgetown Dish</u>] Give us our statues! [<u>Post</u>]



Testimony to the WMATA Board re FY25 Budget February 26, 2024

My name is Cheryl Cort and I am the Policy Director for the Coalition for Smarter Growth. CSG is leading an 18-group non-profit coalition and teaming with the business community to support Metro funding.

We thank WMATA for its hard work to identify cost savings and efficiencies to reduce the \$750 million operating budget gap. We also thank the jurisdictions for proposing \$480 million in additional operating funding for FY25. This includes the \$150 million promised by Governor Moore and key state legislators.

But we urge our elected leaders to do more to reduce and even close the entire gap. We all know that failure to close the entire gap will still mean some service cuts, fare hikes, impact on the workforce, and delays in the capital program.

Metro is critical to our region's economy, access to jobs and opportunity, the functioning of our entire transportation system, and to fighting climate change. Transit should be our region's top transportation funding priority and more funding should be shifted from highways to transit.

The pandemic and growth in telecommuting could undermine our region's long-standing goals for a sustainable, equitable, transit-oriented future. So, we strongly support the agency's commitment to all-day frequent, reliable, safe rail and bus service, and a simplified fare structure, as the best way to restore ridership.

Frequent, all-day bus and rail service is critical for all sectors of our workforce, providing access to jobs and opportunity, saving household transportation costs, attracting the next generation workforce, and enhancing our economic competitiveness. Metro is key to supporting transit-oriented communities and supporting car-free and car-lite living, reducing our greenhouse gas emissions.

Without additional revenues beyond the \$480 million now proposed, Metro faces hard choices. We believe service cuts and fare hikes should be minimized to the maximum extent possible. This means living with the shift of capital funds to preventative maintenance and delaying some capital projects. But we hope that this shift can be limited to FY25.

We urge our region's officials to come to an agreement by December 2024 on a long-term dedicated funding solution for Metro. We should act while officials are focused on the issue, and CSG would like to be at the table for these discussions. Thank you.



Written Comments of Mike Litt, Sierra Club District of Columbia Chapter

For the Washington Metropolitan Area Transit Authority (WMATA) FY25 Proposed Budget Public Hearing

27 February 2024

Metro Board of Directors, thank you for the opportunity to submit comments for Metro's FY25 Proposed Budget. My name is Mike Litt. I am a car-free renter in Ward 6 and Chair of the Sierra Club DC Chapter's Sustainable Transportation Committee. Sierra Club is America's largest and most influential grassroots environmental organization, with millions of members and supporters. Here in DC, we have about 3,000 dues-paying members and many thousands of supporters.

According to the District of Columbia's *Multimodal Long-Range Transportation Plan*, also known as <u>moveDC</u>, transportation is the District's second highest source of GHG emissions, accounting for 21% of such emissions. WMATA, which operates public transit facilities that help move around 700,000 people in the DC metro area <u>every day</u>, therefore plays a critical role in meeting the District's goals for a 60% reduction in GHG emissions by 2030 and carbon neutrality by 2045, as required by the legally binding <u>DC Climate Commitment</u> <u>Amendment Act</u>. Meeting our national and local carbon reduction goals and improving air quality and health will require both shifting more trips away from vehicles and making sure that vehicle trips—including those on transit vehicles—are powered by clean energy.

Budget shortfall

Metro is the lifeblood of DC's economy and an essential service for DC residents and workers, suburban commuters, and the Federal government. It is a part of what makes the DMV area a special place to live and is critical to having a climate smart transportation system, where people can get around the District as sustainably as possible. It should be treated as such and fully funded as the priority it should be. The unrevised proposed FY25 budget would, instead, gut our transit system, slashing Metrobus lines in half, decreasing frequency on all Metrorail lines to every 15 minutes on weekdays and 20 minutes on weekends, closing 10 Metrorail stations, eliminating 1900 staff positions, and increasing fares by 25% across the board.

We appreciate the enormous challenge of identifying and weighing cost reductions and the revisions you have made to the proposed budget, in light of \$480 million in additional commitments so far from DC, Maryland, and Virginia. However, even with those extra contributions, including DC's more than fair share of \$200 million, there would still be some service cuts and a <u>\$164 million</u> preventive maintenance transfer from the operations budget to the capital budget in FY25 and a forecasted \$174 million transfer in FY26. Such annual transfers would cut into capital budget funding for critical infrastructure projects to ensure Metro's safety, reliability, and sustainability.

We urge regional leaders to <u>shift funding</u> away from highway expansion in order to fully fund the remaining gap in Metro's budget. According to Metro's proposed <u>FY25 Proposed Budget Book</u>, annual transfers could mean Metro reaches its debt limit in FY28, two years before the end of its Six-Year Capital Improvement Program (CIP). A capital budget shortfall would jeopardize projects to rehabilitate facilities, infrastructure and systems, electrify bus garages, and deploy zero-emission buses. The \$11 billion in capital funding for FY2015-FY2030 was already \$6 billion short of identified funding needs to begin with. The CIP must not be allowed to be left unfunded. Furthermore, capital funds will need to be identified for the 10-year capital plan and beyond to ensure a long-term state of good repair of the system and full, on-time deployment of Metro's zero-emission bus program. As Metro alarmingly notes, "Long-term increases in the state of good repair backlog will cause Metro to move away from a proactive asset replacement strategy and risk increases in reliability and safety incidents."

Ultimately, Metro needs dedicated funding like other transit authorities. Sierra Club is part of the <u>Fund Metro!</u> coalition, which has <u>called for</u> standardizing reporting from WMATA to provide more transparency and solving the lack of adequate long-term dedicated funding once and for all by the end of the year. We look forward to working with regional leaders to identify all viable options for stable, dedicated funding to finally put an end to the continuous cycle of budget shortfalls and looming transit death spirals.

While we appreciate the need to look for cost savings everywhere possible, we ask that WMATA reconsider its proposal to replace cloth seats with vinyl seats, as vinyl interiors have been <u>reported</u> to release elevated levels of vinyl chloride, a known carcinogen.

Service improvements

We applaud WMATA and its staff for tremendous service improvements in the past year, including:

- Increased service frequency on all six rail lines, running more train service than it has in its 47-year history
- Completing phase 2 of its data-driven <u>Better Bus Network Redesign</u>
- Celebrating the grand opening of the Potomac Yard-VT Metrorail Station
- Launching 24/7 bus service on 14 routes

It's no wonder Metro ridership increased <u>more than 30%</u> in 2023. To increase ridership even more, we support expanded weekend Metrorail hours and also encourage WMATA to work toward high-frequency service across the system, defined by *moveDC* as a five minute or lower wait for rail and 10 minutes or lower for buses.

WMATA should continually prioritize those areas of highest need in order to improve the District as a whole. According to <u>moveDC</u>, the areas in the District with the greatest transportation needs are defined by factors such as residents' proximity to frequent transit service and their commute times. People of color, low-income residents, and people with disabilities make up a larger percentage of the population in areas with greater transportation needs than in other neighborhoods in the District.

We also support the Bicycle and Pedestrian Facility Rehabilitation CIP in the proposed capital budget, which would improve pedestrian access and replace bicycle facilities at Metrorail stations.

The DC Council's <u>emergency legislation</u> to impose <u>\$100 fines</u> to finally enforce the joint District Department of Transportation (DDOT)/Metro Clear Lanes Project has been a welcome and much-needed relief to improve bus travel times and bus stop safety. As we mentioned in our <u>testimony</u> in the DDOT Performance Oversight

Hearing, we ask DDOT to publish data on changes in illegal and obstructive activity in bus lanes and bus travel times as Clear Lanes enforcement goes into full effect this year.

Safety

Despite great strides made over the last year, we are concerned that Metro only met 12 of its 27 Service Excellence Measures on its <u>performance scorecard</u> for <u>Q1 FY24</u>. We are particularly concerned that customer assaults more than doubled compared to the same period in FY23, and that bus customer injuries spiked in September, double the normal occurrence in a month.

We appreciate the information in the proposed budget that shows how some capital projects are expected to improve safety, as measured by employee and customer injury rate performance targets. The final budget should also note all operations and capital projects that are expected to help meet targets for other safety metrics, including crime, assaults, rail collisions, derailments, fire incidents, and red signal overruns.

Electrification

We applaud WMATA's progress, since last year's performance oversight hearing, toward transitioning to a zero-emission bus fleet, including the following notable achievements:

- Releasing its <u>Zero-Emission Bus Transition Plan</u>, which moved up WMATA's target date for reaching a 100 percent zero-emission fleet from 2045 to 2042 and stopping the purchase of fossil fuel buses from 2030 to 2027.
- Receiving a <u>\$104 million</u> Low or No Emission Vehicle grant, the largest awarded by the Federal Transit Administration last year. Sierra Club is proud to have supported WMATA's successful grant application with a letter of support and would be happy to help again with applications for additional <u>available</u> <u>funding</u>.
- Rolling out its <u>first two electric buses</u> to hit the street. We were proud to have unveiled one of those buses with WMATA at last fall's <u>National Drive Electric Week event</u> in DC.

It is essential that WMATA move more rapidly to electrify its bus fleet, in order to comply with the DC Climate Commitment Amendment Act, meet WMATA's own sustainability goals, and improve air quality for District residents. Placing two electric buses on the road is a starting point; the pace of zero-emission bus adoption must increase going forward.

Mayor Bowser, Chair Mendelson, and Councilmember Allen, have called on WMATA to freeze new capital projects that do not contribute to a state of good repair. However, WMATA must not delay its electrification projects and zero-emission transition. We appreciate that <u>WMATA has committed</u> to continuing modernization of the Bladensburg, Cinder Bed, and Northern bus garages, including opening the Northern bus garage as Metro's first all-electric bus facility. The proposed FY25 budget's spending on the Bladensburg and Northern bus garage projects are largely paid for by federal grants, and FY25 spending on the Cinder Bed project is entirely paid for by federal grants. We also urge WMATA to stick to its plan of acquiring 25 40-foot Battery Electric Buses (BEB) in FY25, in addition to its expected delivery of 10 remaining BEBs from its pilot program. As a reminder, as a <u>Sierra Club report</u> on WMATA's bus fleet shows, there would be a savings of at least \$350 million over a 15-year time period if 50% of WMATA's fleet were electric.

We would also like to see a timeline for Metro's transition of its service and maintenance vehicles to zero-emission vehicles, as mentioned in the description of the Service Vehicle Acquisition Program (CIP0009) of the proposed capital budget.

Sustainability targets

The Sustainability/Resiliency Program (CIP0212) description of the proposed capital budget says Metro is developing a Sustainability Action Plan and completing a decarbonization strategy as part of the *Energy Action Plan*. We would like to know the timeline for the release of each, especially since the targets in the *Energy Action Plan*, introduced in 2019, were expected to be achieved by 2025.

Metro's <u>Strategic Transformation Plan</u>, released last February, includes metrics and targets for GHG per revenue mile, water use per revenue mile, percent of renewable (carbon-free) electricity, percent of fleet that is zero-emission, and number of facilities with green certifications. We would like to see progress on achieving the goals for these metrics.

In relation to its metric on GHG emissions—this data and documentation should be readily accessible to and viewable by the public. For calculating GHG emissions, we recommend that WMATA use Argonne National Laboratory's Alternative Fuel Life-Cycle Environmental and Economic Transportation (<u>AFLEET</u>) tool. It is also important that this data be refreshed on a periodic basis and the latest refresh date be displayed. WMATA may want to look into using data visualization software like Qlik Sense or Tableau, which can be set to automatically refresh and can be embedded in a web page.

WMATA is a part of what makes the DMV area a special place to live. We make these recommendations with enormous gratitude to WMATA's entire workforce for keeping Metro running despite significant challenges over the past few years. We look forward to continuing to work with WMATA so that Metro can keep serving as the arteries of the Washington metropolitan area, with sustainable public transportation, including zero-emission buses, in the District taking on a greater share of the trips that people make every day. We can be reached at <u>clean.transportation@dc.sierraclub.org</u>. Thank you for taking the time to consider these comments.

February 28, 2024

WMATA

RE: Elimination of the M4 Bus in Washington

To Whom It May Concern:

The idea of reducing public transportation in a major metropolitan city makes little sense and more so, at this location.

The City government intends to rebuild the civic core at the corner of McKinley and Connecticut Avenue with housing and the public amenities of a library and community center as part of this new development. There will be far more limited parking which means the public amenities will not be able to be accessed as they are now both by the M4 bus and private car.

The M4 bus is a feeder to Metro; operates as a school bus for children going to Deal Middle School and Jackson Reed High School; connects those in the neighborhood with access to retail; reduces car traffic, car accidents and the stress of driving. It also fosters neighborliness.

This neighborhood has an aging population with intent of many to age in place. Knollwood, a home for seniors, uses this line.

On another note, the M4 bus was cited by Maret School as a critical component of its transportation plan to its proposed (and now under construction) accessory-use school sports field at the corner of Utah and Nebraska Avenues. The Maret School campus is nearly four miles away. There is already rush hour traffic stress on Nebraska Avenue due to the fact that Rock Creek Beach Drive is now closed. There will be stress on the neighborhood parking when the Episcopal Center for Children reopens as we are told it will in fall of 2024. And, when the Maret school sports project is finished this fall, the traffic and parking will be further stressed.

Public Transportation is a critical component of the social network and well being. That is a proven quality. Otherwise, those without transportation or the ability to drive become isolated.

The biggest threat to our planet is global warming. Why would we willing contribute to that? Per the World Resources Institute, *"Public transport is one of the best, most cost-effective solutions available to address today's climate and development challenges. Buses and trains can reduce greenhouse gas (GHG) emissions by up to two-thirds per passenger, per kilometer compared to private vehicles."*

The budgetary shortfall could be relieved by other cuts. Taking away from public transportation is short-sighted for the many reasons stated. Please retain the M4 bus.

Regards,

cc: Commissioner Bruce Sherman, ANC 3/4G SMD02

GOOD EVENING and thank you for this opportunity to speak.

- My name is Sandra Neuzil.
- I live in Reston, Virginia.

Although I am on the Metro ACCESSIBILITY ADVISORY COMMITTEE ...,

I speak tonight as an individual person who is LEGALLY BLIND, who relies on Metro ACCESS, Metro RAIL and Metro BUS.

I am asking WMATA, within the ULTIMATE CONSTRAINTS of the 2025 budget, to MAINTAIN as much ...

- GEOGRAPHIC COVERAGE and
- HOURS of SERVICE

for Metro RAIL and BUS as possible ...,

SO THAT ... the GEOGRAPHIC AREA and HOURS of SERVICE of Metro ACCESS are maintained to the MAXIMUM EXTENT possible.

I rely on Metro to go to locations in Maryland, DC, and Virginia ... where I work part time and volunteer as an ADVOCATE for people who have LOW VISION and BLINDNESS.

Some destinations are NEW to me ... and some I go to more than once.

- I RELY on Metro ACCESS to get me to UNFAMILIAR locations, and
- to GO AFTER DARK.

Once I am familiar with a location, I will GLADLY use fixed route Metro RAIL which

gives me MORE FLEXIBILITY and

• SAVES MONEY for Metro.

If WMATA is forced to make RAIL and BUS service

- slightly LESS FREQUENT, or
- make TRAINS SHORTER, or
- INCREASE FARES SLIGHTLY

That could be more palatable ...

if Wmata continues fixed route services

- in as WIDE A GEOGRAPHIC AREA,
- SEVEN DAYS A WEEK, and

• as many HOURS OF THE DAY as is FISCALLY POSSIBLE ... and thus maintain ... FULL METRO and METRO ACCESS Service that ALL riders depend on to be fully engaged citizens who can go to and from medical appointments and work, and who contribute to the vibrant DMV. Thank you February 28, 2024

WMATA

RE: Elimination of the M4 Bus in Washington

To Whom It May Concern:

The idea of reducing public transportation in a major metropolitan city makes little sense and more so, at this location.

The City government intends to rebuild the civic core at the corner of McKinley and Connecticut Avenue with housing and the public amenities of a library and community center as part of this new development. There will be far more limited parking which means the public amenities will not be able to be accessed as they are now both by the M4 bus and private car.

The M4 bus is a feeder to Metro; operates as a school bus for children going to Deal Middle School and Jackson Reed High School; connects those in the neighborhood with access to retail; reduces car traffic, car accidents and the stress of driving. It also fosters neighborliness.

This neighborhood has an aging population with intent of many to age in place. Knollwood, a home for seniors, uses this line.

On another note, the M4 bus was cited by Maret School as a critical component of its transportation plan to its proposed (and now under construction) accessory-use school sports field at the corner of Utah and Nebraska Avenues. The Maret School campus is nearly four miles away. There is already rush hour traffic stress on Nebraska Avenue due to the fact that Rock Creek Beach Drive is now closed. There will be stress on the neighborhood parking when the Episcopal Center for Children reopens as we are told it will in fall of 2024. And, when the Maret school sports project is finished this fall, the traffic and parking will be further stressed.

Public Transportation is a critical component of the social network and well being. That is a proven quality. Otherwise, those without transportation or the ability to drive become isolated.

The biggest threat to our planet is global warming. Why would we willing contribute to that? Per the World Resources Institute, "Public transport is one of the best, most cost-effective solutions available to address today's climate and development challenges. Buses and trains can reduce greenhouse gas (GHG) emissions by up to two-thirds per passenger, per kilometer compared to private vehicles."

The budgetary shortfall could be relieved by other cuts. Taking away from public transportation is short-sighted for the many reasons stated. Please retain the M4 bus.

Regards,

cc: Commissioner Bruce Sherman, ANC 3/4G SMD02



Travis R. Swanson Advisory Neighborhood Commissioner, 7B03





February 27, 2024

Board of Directors Washington Metropolitan Area Transit Authority 300 7th Street, S.W. Washington, D.C. 20024

Re: Proposed Service Changes Impacting ANC 7B in the FY25 Budget

Dear Members of the Washington Metropolitan Area Transit Authority (WMATA) Board,

My name is Travis Swanson, Commissioner for Single Member District 7B03 and Chair of ANC 7B's Committee on Transportation. I am submitting this testimony to express strong opposition to the proposed FY25 service cuts in ANC 7B. While this testimony represents my perspectives as an elected commissioner and chair of the ANC 7B Committee on Transportation, it is crucial to clarify that I am not presenting the views of ANC 7B as a whole in this testimony.

I want to bring your attention to several critical concerns related to the proposed service changes that will have a profound impact on the residents of ANC 7B. The proposed service cuts, if implemented, will adversely affect the daily lives of ANC 7B residents in the following ways:

Bus Routes 32 and 36 Changes:

• Ending Bus Routes 32 and 36 at L'Enfant Plaza, requiring riders to transfer to metro rail, will increase both commute time and cost. The added expense of using rail over the bus alone places an undue burden on residents of ANC 7B, as well as requiring many residents to make multiple transfers to reach their final destination.

Elimination of Route M6:

• The proposed elimination of Route M6, with suggested alternatives on Routes 32 or 36, leaves many residents without service. Notably, the stretch of Pennsylvania Avenue between Southern Avenue and Branch Avenue, where Route M6 is the sole option for reaching the Potomac Avenue Metro Station, will face a significant service gap. This is particularly concerning as Route 32 turns off Pennsylvania Avenue at 25th Street, and Route 36 turns off Pennsylvania Avenue at Branch Avenue, creating a noticeable void in service for residents east of Branch Avenue.

Changes to Route V4:

• The decision to end Route V4 at Potomac Avenue Station instead of continuing to the Navy Yard Station will impact residents relying on this route for essential access to jobs, entertainment, and medical care in the Navy Yard community.

Elimination of Additional Routes:

• Routes A31, A32, D51, S35, V7, W3, and W8, scheduled for elimination, directly serve ANC 7B, affecting our residents' mobility and access to essential services as well as other communities in our ward.

Concerns about Fare Model Shift:

• The proposed service changes appear to signal a shift toward a system where buses primarily transport individuals to MetroRail stations. This approach raises concerns, especially given the fare model in Washington, D.C., where the train costs more than the bus. Wards 7 and 8, with the lowest median household incomes and car ownership rates in the District, will be disproportionately affected by the proposed changes.

Historical Assurance Discrepancies:

Previous assurances, such as those made when Routes 30N, 30S, 34, 24 and 39 were cut, have not proven accurate. ANC 7B has experienced decreased service, longer wait times, and disrupted commutes, contradicting WMATA's earlier promises.

Assurance Discrepancies in Specific Instances:

- Elimination of Route 39: WMATA assured us that the impact of cutting Route 39 would be minimal, emphasizing that Route M6 would seamlessly fill the gap on Pennsylvania Avenue east of Branch Avenue. However, it is disconcerting to observe Route M6 now under consideration for elimination with no viable alternative.
- Elimination of Routes 30N and 30S: Similarly, when Routes 30N and 30S were cut, we were told that accessing Georgetown, Glover Park, and Friendship Heights would remain easy through a smooth alternative by taking Route 32 or 36 downtown and transferring to Routes 31 or 33. However, the current proposal lacks overlap between Routes 32/36 and Routes 31/33, leaving our communities without the promised connectivity.
- Elimination of Route 34: Furthermore, the assurance that frequencies on Routes 32 and 36 would be increased to 10-minute intervals after Route 34 was cut seems to hold true only where the routes overlap, almost exclusively west of the Anacostia River.

Over the years, Ward 7 has been consistently assured that proposed changes would have minimal impact; however, the stark reality contradicts these assurances. Instead of experiencing minimal disruption, our community has witnessed decreased services, resulting in prolonged wait times and extended commutes. Adding to the distress, alternative services implemented in response to past cuts are now at risk of elimination.

I strongly urge the WMATA Board to reconsider and outright reject the proposed service cuts. The residents of Wards 7 and 8, already grappling with socio-economic challenges, should not shoulder the burdens of these aggressive changes. It is imperative to prioritize affordable and efficient transportation options that cater to the unique needs of our communities.

I appreciate your attention to this matter and sincerely hope for a comprehensive and equitable resolution that safeguards the essential transportation services crucial for the well-being of ANC 7B residents.

Sincerely,

Te R. Sum

Travis R. Swanson Commissioner, ANC 7B03 Chair, ANC 7B Committee on Transportation

GOVERNMENT OF THE DISTRICT OF COLUMBIA

ADVISORY NEIGHBORHOOD COMMISSION 3A



Resolution Regarding WMATA FY2025 Budget

We appreciate the effort that WMATA and local and state leaders have been making to provide additional funds for the regional transit system to maintain effective operations in FY2025. It seems clear that WMATA, the three jurisdictions, communities and riders do not want to see the dramatic reductions in spending and services that would be necessary to deal with a \$750 million shortfall in funding, as the Docket continues to show. The elimination of over half the transit services would create unacceptable consequences for hundreds of thousands of residents, workers and visitors, business establishments and institutions, and would jeopardize the long-term function and viability of public transportation in the Washington, DC, metropolitan area.

The majority of residents in our ANC do not live in convenient walking distance from a Metrorail station so our area is highly dependent on quality bus service. If WMATA made the cuts in bus service proposed in the December 2023 draft budget (and repeated in the current Docket), would significantly reduce the quality of life, mobility and access for a large share of the individuals trying to travel to and from our area for the full range of purposes, and remove one of the primary reasons for many people to choose to locate in the area. Those changes would include:

- complete loss of bus service on the 96 and M4 and D2 routes
- elimination of weekend service on the N2/N4/N6 route

- truncation of the 33 route at Foggy Bottom/Potomac Park rather than Federal Triangle/Archives which are the current terminus, which would force most riders bound to downtown to make a transfer or walk a considerable distance to their destination and would end all direct bus-to-bus transfers between upper Northwest and either Southwest or Southeast Washington.

We have attached more detailed information on the routes our constituents use and need.

We want to emphasize that with additional funding for FY2025, WMATA needs and must work urgently to maintain essential services at reasonable fares, and keep the foundation of the public transportation system functioning as the basis for building up and improving future services, meeting transportation and energy and climate goals, and continuing to retain and increase the ridership base.

It is very important not to diminish or destroy the utility of the Metrobus services in particular in a shortterm crisis, when the effect could be losing long-term ridership and confidence and trust in the WMATA system as a whole.

In addition, WMATA continues to plan for moving forward with its "Better Bus Initiative" and is still working toward issuing a revised "Visionary Network" map for the future regional bus system. WMATA committed to releasing the new map, based on the extensive and sweeping comments received on the preliminary network map in spring 2023. WMATA also has promised to conduct additional community engagement and provide for a public comment period on the new network map, as well as the expected Year One adjustments to begin implementing the Better Bus plans some time in calendar year 2024. It is essential that WMATA carry out those commitments as it would other public comment processes for the budget, and pay close attention to the comments. This is not just a one-year budget proposal, it is the roadmap for the next 30 years and must be carefully considered, with the needs of current riders and future riders in mind.

Advisory Neighborhood Commissioners (January 1, 2023-December 31, 2024)www.anc3a.org3A013A023A033A043A05Thaddeus Bradley-LewisJudy HavemannHans MillerJeremy Del MoralAnn Lane Mladinov

Our DC Councilmember Matt Frumin provided clear and strong comments on the potential impacts of major losses in bus service in the preliminary Network Map, and we hope that the revised map will not make the same devastating reductions in service that we saw in the preliminary map.

WMATA should not be carrying out short-term changes that will jeopardize the future functioning and utility of the regional transit system. When WMATA develops an operational plan to go along with the revised budget--we hope with the promised \$480 million in hand from the three jurisdictions--the staff and Board need to adopt a set of operating changes that will not decimate the system by terminating vital bus services that our neighborhoods need and the transit network as a whole needs in order to keep functioning as an effective regional system. That includes fares and services. Sharp rate increases will also hurt riders who most need economical service.

When WMATA completes the FY 2025 budget and focuses on the revised network map and proposed Year One changes to be implemented in FY2025 under the Better Bus Initiative, it will be just as important for the staff and Board to follow the same principles. Many of the changes in the December 2023 Budget and in the Better Bus Preliminary Visionary Network have involved cutting back key services to neighborhoods that do not have acceptable public transit alternatives for reaching to and from important points. That does not inspire confidence in WMATA's understanding of the vital role these buses play in providing access and mobility to people who have made their lives in the neighborhood, made investments in living there, and rely on public transit because they do not have a private vehicle and/or do not have safe and economical alternatives. The same is true in all the wards, particularly around the edges of the District, where the topography is hilly and streets often curve to follow the ridges and contours of the hills.

Efforts to "straighten out bus routes" may sound reasonable but too often those general statements end up meaning elimination of neighborhood buses if they have hills and/or multiple turns onto small residential streets--even where the residential streets are lined with a dense cluster of row homes and apartments. That includes a number of Metrobus routes serving our area, in fact all but the lines on Wisconsin Avenue, Connecticut Avenue, and maybe Massachusetts Avenue. Paring back to service on those major streets is not enough to serve all the far-flung neighborhoods, including many that currently have bus service, have multi-family dwellings including buildings that are not high income, and have many people who want and need transit in order to meet their transportation requirements. Cutting out these services is not the way to a better future for neighborhoods and households' health and well-being, for the District's housing policy and economy, education and employment, or for the environment and energy conservation.

Bus service is the foundation of the transit system and the essential transportation for reaching the "grass roots" customers (many of whom are seniors or have mobility challenges, cannot walk long distances or ride bicycles or scooters, especially with parcels, with children, and/or in inclement weather). That's the reality, and wishing for straight routes and a rectilinear network of bus lines is not going to meet all those needs adequately to satisfy District goals and objectives.

The DC Circulator is not designed to serve that kind of market either. It is the job of the regional transit system to serve medium-size markets when no other form of public transportation can. Those routes may not be as remunerative as a high frequency bus line on a major arterial. But the network of bus lines feeds Metrorail and also feeds the bus lines on priority corridors. Local bus routes make it possible for people to live in the apartments off the main corridors, along Glover Archbold Park, Cathedral Avenue, etc., and get to stores and schools and other establishments that are not on the main streets. WMATA cannot abandon all of these routes and still be an effective, people-centered transit system.

It is also vitally important to have a sense about the prospects for the future of the transit system. Multifamily developments are continuing to go in on main arterials while at the same time small apartment and condominium buildings are adding units and ADUs are being built throughout the neighborhoods. The District is still coming out of the COVID-19 period when so many residents were working from home. Many workplaces are asking employees to come to the office just two days a week, but that is changing. Year One of a transformative bus network plan is not the best time to cut off the arms of your feeder network because pre-COVID-19 riders are still adjusting and deciding about returning to work. It can be hard to recapture bus riders after service is removed. They lose their habit of using public transit and they lose their faith in public transit.

BE IT RESOLVED THAT:

• WMATA should not adopt the devastating cuts in Metrobus services that were proposed in the December 2023 budget, either in the revised FY2025 budget or in subsequent operating changes within the Better Bus process. That includes the drastic changes affecting our area, including elimination of the 96. M4, D2, D6, and G2; elimination of weekend service on the N-line; and truncation of the 31/33 at Foggy Bottom/Potomac Park that were included in the Docket released on February 8. Those changes would leave many people and neighborhoods without vital public transit service, and hurt the overall transit network and transportation system, cutting off connections and forcing more people either to use private motor vehicles or car-hire services or be left with no reasonable transportation options at prices they can afford.

• WMATA must assure that it maintains the vital Metrobus services that riders now rely on throughout our area, not only on major arterials but also serving high density residential neighborhoods that have long been bus-dependent, to make it possible for people to reach key destinations by transit, whether for work, school, shopping, medical appointments, recreation, etc. Those are principles WMATA has expressed in the budget documents and the Better Bus Initiative, and should remain top priorities. • WMATA must also meet its commitment to issue its revised Better Bus "Visionary Network" for full public comment and take the comments into account in any map of the future system that it decides to implement. As part of that public review and comment process, WMATA should also reflect public comments in is recommendations for "Year One" changes under the Better Bus Initiative, and take care not to eliminate or reduce vital lines needed for current and future riders.

We hope WMATA will continue to hear the voices and the needs of the people they serve, and work with the District and the other jurisdictions to shore up the funding for the transit system and ensure that WMATA services can be maintained and improved for the short and long term.

W MAL

Chair

and Mladirov Secretary

This resolution was approved by the Commission by a vote of 4 - 0 at a duly noticed public meeting on February 20, 2024, at which a quorum was present. (Three of the five Commissioners constitute a quorum.) By the same vote, the Commission designated the Chair or his designee(s) to represent the Commission on this matter.

DETAILS OF BUS SERVICES AND NEEDS OF ANC 3A

ANC 3A was established to serve a densely settled area in the middle of Ward 3, including portions of Cathedral Heights, Cathedral Commons, McLean Gardens, City Ridge, and north Cleveland Park that are located near Wisconsin Avenue as well as areas in Cathedral Heights, Wesley Heights/Westover Place, Berkshire-Greenbriar and Ward Circle along Massachusetts Avenue, and Nebraska Avenue from Ward Circle to south Tenley Circle, none of which are directly served by Metro.

Our area depends on:

- the 30-series of buses on Wisconsin
- N2, N4 and N6 running along Massachusetts Avenue between Friendship Heights and Dupont Circle-Farragut Square, including the Idaho/Cathedral/New Mexico/Nebraska loop
- M4 running between Tenleytown and Sibley Hospital
- 96 running from Tenley Circle through our neighborhood and on to Woodley Park, Adams Morgan, the U Street corridor, Union Station, and beyond.
- D2 between North Glover Park-Cathedral Heights to Dupont Circle

Our Commission area has a very high proportion of apartment buildings and condominiums, in addition to some row houses and a few blocks of detached and semi-detached homes. Many of the apartments and condominiums are on the major arterials of Wisconsin and Massachusetts Avenue, but the high density residences extend along Cathedral Avenue and into the interior of the neighborhoods. As in many neighborhoods in the District, the streets are narrow, there is very little off-street parking such as in alleys, parking is difficult, and many residents do not have cars. The population includes many residents who are over 65, people with disabilities, families with young children, young professionals, and college or graduate students. The U.S. Census also shows that the average household income is lower than in most other areas of Ward 3, and the share of people of color is higher. We have some economical housing and the businesses and residential development also provide jobs for essential workers, both from this area and across the region. That means the Metrobus routes are serving a broad population who currently need and are going to continue to need public transit. Additional residential and commercial development is already underway and planned, which will increase the demand and importance of frequent and reliable bus service.

The spatial patterns we see in the Washington region, including the location of commercial development and decisions on where to live and work, were not based on analysis of how far apart analysts believe transit lines should be or what the most ideal transit map would look like. They were based on factors of history, geography, economic conditions, and public and private sector development actions; family and household situations, finances, job options; taxes and other laws and regulations; tastes and preferences; and random occurrences that would be difficult to model or predict. The region we see is the result of decades of decisions by individuals, households, businesses and institutions, as well as federal, state, and local government. The patterns may not seem "rational" or "logical," but that is not uncommon with the spatial structure of most metropolitan areas. Bus systems cannot entirely reshape the communities they serve; their job is not to dictate where people go, but to make increasing numbers of movements possible by public transit that is clean, safe, reliable and efficient, and serves as an alternative to using private motor vehicles.

The preliminary draft "Visionary Network" map of Metrobus routes serving our area would have numerous detrimental effects.

It is important to start with the role played by current Metrobus services to evaluate future options:

- service on the Priority Corridor of Wisconsin Avenue,
- service along Massachusetts Avenue and adjoining areas currently reached by N2, N4, and N6
- service from Cathedral Commons, McLean Gardens, and Cathedral Heights on the 96 to Woodley Metro and beyond
- frequent and direct service between North Glover Park and other interior blocks of that neighborhood and Dupont Circle Metro now provided by the D2.
- service to Friendship Heights and to Dupont Circle from Cathedral Avenue between Idaho Avenue and Glover Archbold Park and New Mexico Avenue
- all service on Western Avenue in NW Washington, DC
- convenient service between Knollwood/Barnaby Woods and Chevy Chase/Friendship Heights
- 1. Wisconsin Avenue

The "Visionary Network" map would reduce the number of 30-series bus routes down to just one route, DC100, all the way down Wisconsin Avenue, and would remove the one-bus option for getting to and from Potomac Park/State Department. The DC100 also would threaten the reliability of bus service on Wisconsin by stretching the northern end of the route beyond Friendship Heights into Bethesda. This is one of the Priority Transit Corridors in the District, and the most heavily traveled Metrobus route in the area, serving some of the most dense residential and commercial areas west of Rock Creek Park, so frequent, reliable, efficient service is essential to support the community, local economy, quality of life and environment.

2. Cathedral Avenue loop (Cathedral Avenue between Idaho Avenue and Glover-Archbold Park as well as New Mexico Avenue) and Massachusetts Avenue between AU/Ward Circle and Westmoreland Circle These locations would no longer have direct one-bus access to Friendship Heights, or to Dupont Circle and Farragut Square, which are prime sites for workplaces downtown, restaurants, museums, and other tourist sites, and an important connection point for other buses. Anyone going to and from points on Cathedral Avenue between New Mexico Avenue and Massachusetts Avenue would have only the low-frequency DC300 (described as running at least every 30 minutes) between Woodley Park Metro and Bethesda, which would severely curtail the transit options for commuters. To get a bus to Dupont Circle, people in those blocks would have to walk to a point on Massachusetts Avenue somewhere southeast of Ward Circle.

For Spring Valley residents and workers, including those going to and from the large proposed Ladybird residential complex at 48th and Yuma, as well as students, visitors, and patients at the many clinics in that area, there would be no connection to the Metro at Friendship Heights other than by walking 14 to 16 blocks. Residents living along Western Avenue between Friendship Heights and Massachusetts Avenue would not have any transit service at all; they would have to walk to Massachusetts Avenue to catch a bus to Bethesda or to the southeast on Massachusetts, or walk to Friendship Heights for a bus or Metro.

3. Cathedral Commons, McLean Gardens, and Cathedral Heights

People going to and from these locations currently can use the 96 service which runs on Wisconsin Avenue from Tenleytown to the Cathedral on Wisconsin Avenue, southeast to Woodley Park Metro, and beyond to Adams Morgan, the U Steet corridor, Union Station, and Capitol Hill/Stadium Armory. That is a bus that Cathedral Heights, McLean Gardens, and western Cathedral Heights residents use to get across town, from many locations that are not otherwise served by transit. The Visionary Map eliminates that service and instead shows an east-west route across Cathedral Avenue (the DC300 mentioned above) that reaches hardly any of the current riders on the 96, and would not provide a good substitute for either the 96 or the N2/N6.

- the D2, which reaches into the interior of Glover Park as far north as Cathedral Heights and provides a direct link to the Dupont Circle Metro

Dupont Circle is a common origin-destination point for large numbers of workers and students and a center for shopping, restaurants, museums, institutions of learning, and other attractors for residents, visitors, and employees. Instead of the current D2 route, the preliminary "Visionary Network" map shows a new bus route DC 201 that runs through nearly every other neighborhood in Ward 3 from the far northeast corner along Rock Creek Park through Tenleytown using the congested streets and intersections of Nebraska, Military Road, Wisconsin and Massachusetts Avenue to Wesley Heights, then winding through Glover Park to Reservoir Road and then west to MacArthur Boulevard, before turning south and then east along Canal Road and M Street in Georgetown, one of the most congested routes in the District, to Foggy Bottom Metro. The route may be designed to provide access to the new DCPS high school on MacArthur Boulevard but it would take people in our area on a long, circuitous route through a series of neighborhoods in Ward 3 without providing frequent, reliable, and efficient transportation to and from points that the large majority of riders in our area need to go, such as the Dupont Circle Metro. - M4 serving Nebraska Avenue between Tenley Circle and Sibley Hospital

The M4 offers an important link from Wisconsin Avenue and Tenleytown/AU Park to the hospital in Palisades, and offers service to riders to and from points in ANC 3A, between Tenley Circle and Ward Circle. But there are other aspects of the M4 service today and the similar service that would be offered on the DC200 or DC201. In the preliminary draft Visionary Network map. During COVID-19, WMATA extended M4 service northeast of Tenley Circle, as a form of "substitute service" to riders on the E6 route, which had been running between the Knollwood retirement community and Friendship Heights. In late 2019 and early 2020, threatened elimination of the E6 provoked strong and vocal protests from residents in upper Northwest along Oregon Avenue bordering Rock Creek Park, including Knollwood on Oregon Avenue and residential areas along Western Avenue in the Chevy Chase neighborhood. Their trips for groceries and other shopping, and the local community center and public library are all concentrated in Chevy Chase commercial area, and beyond that in nearby Friendship Heights where many residents shop and have medical appointments. Workers in Chevy Chase also made use of the E6 to get to their jobs. Those facts apparently were persuasive to the WMATA Board, which voted in March 2020 to maintain the E6 service—just as COVID-19 required all but a few public transit services to shut down.

The M4 is sometimes described as a substitute for the E6, but it does not provide an adequate replacement for the previous E6 Metrobus services for getting people to and from the points they want to reach between Barnaby Woods, Chevy Chase and Friendship Heights. In the preliminary Visionary Network map:

DC 200 would run from Fort Totten on Missouri Avenue and Military Road west to Nebraska Avenue across Rock Creek Park and then southwest on Nebraska through Tenley Circle to Sibley Hospital.
 DC 201 would follow the previous E6 route from Knollwood at the northeastern edge up to Western Avenue and then south west to Tenley Circle (not Chevy Chase Circle or Friendship Heights) on Nebraska as far as New Mexico Avenue, then wind down through Wesley Heights and Glover Park on New Mexico/Tunlaw/37th Street to Reservoir Road, west on Reservoir Road to MacArthur Boulevard where the new DCPS high school is planned to open in August 2023, around the high school to Canal Road, east on Canal Road to M Street through Georgetown to Foggy Bottom Metro.

- DC 203 would run from Brookland across Missouri Avenue and Military Road across Rock Creek Park to Friendship Heights (not serving upper Chevy Chase/Barnaby Woods).

- DC 300 would run from Bethesda Metro south to Little Falls Parkway, west on River Road to Westbard and down Westbard to Massachusetts Avenue, southeast on Massachusetts to Nebraska Avenue, south on Nebraska to New Mexico Avenue, east on Cathedral Avenue to Massachusetts, east on Garfield Street to Cleveland Avenue, and southeast to Woodley Metro and east on Calvert Street across Rock Creek Park to the bus transfer point at the east end of the Duke Ellington Bridge.

From the perspective of most riders on existing Metrobus routes, it is hard to see the justification for offering the circuitous DC 201 running the entire length of the District west of Rock Creek Park as the only bus service to the interior blocks of Glover Park, and eliminating the direct service between that neighborhood and Dupont Circle, their closest Metro. There is no compelling reason to link Knollwood or Barnaby Woods to the new high school on MacArthur Boulevard, which is far out of boundary for local students, while failing to get riders to and from the grocery stores, medical offices, community center, library, and their closest Metro. The very long and circuitous routes in the preliminary draft Visionary Network map would take riders out of the way but not get them to and from places they want and need to go. Those routes do not fulfil the stated Better Bus objectives of more frequent and efficient bus service to and from places people are trying to go.

Those long circuitous routes also seem to violate the principles WMATA has used as the primary justification for eliminating services that our community and others across the District have used and depended on for decades, the 30N and 30S cross-town service between upper Northwest and points along Independence Avenue and Pennsylvania Avenue near the National Mall, Capitol Hill, southeast on Pennsylvania Avenue and across the Anacostia River to Naylor Road and Southern Avenue. District leaders and founders of WMATA made a commitment five decades ago when WMATA was being established, to maintain those vital bus connections between neighborhoods and people across the District. But WMATA Board members and staff went back on those commitments during COVID-19, eliminating the 30N and 30S because they said that long routes are inefficient, the buses get caught in congestion through the day, and cannot maintain a reliable schedule. The 31 and 33 buses are notorious for the same thing, even though they no longer operate across the Mall or across town. But in the meantime, residents, essential workers, students, shoppers, tourists, and others in our area are suffering the loss of important services that many of us used throughout previous decades to make important trips via public transit.



February 29, 2024

To Whom it May Concern at WMATA:

I am writing to you today to voice my great concern about the possibility of the T2 Metrobus route being eliminated.

I want to stress the vital role that the T2 Metrobus route plays in the community. This is a key route for many individuals and families to access a large and bustling swath of DC, Potomac and Rockville. As you know, this bus provides access to students and staff at several schools including Walt Whitman High School, Bullis School, and Ritche Park Elementary School and also to key facilities such as libraries and community centers. The bus is particularly vital to the economy of the many shops, restaurants, offices and two country clubs along River Road.

To summarize, the T2 Metrobus is the most reliable public transportation to this part of the County, and without it people in the area will face barriers to accessing places of employment, education and recreation.

Please protect this bus line for the many riders who require this service to get to work, school, and other activities.

Sincerely,

Charles C. Wilkes



DONALD G. DRUMMER VICE CHAIR

COUNCILMEMBER ERIC OLSON SECRETARY-TREASURER

March 1, 2024

Mr. Paul Smedberg, Chair Board of Directors Washington Metropolitan Area Transit Authority 300 7th Street SW Washington, DC 20024

Dear Chair Smedberg:

I am writing today in my capacity as Chair of the Washington Suburban Transit Commission ("Commission") regarding the Washington Metropolitan Area Transit Authority's FY2025 operating budget. As you are aware, the Commission coordinates mass transit programs with the Montgomery and Prince George's County governments, the Washington Metropolitan Area Transit Authority (WMATA), and the Maryland Department of Transportation, and acts as the financial conduit for funding of WMATA. As such, the Commission has a strong interest in the policy issues affecting Marylanders in the FY2025 budget.

Thanks to Governor Wes Moore's leadership and the actions of leaders in the District and Virginia, the General Manager's revised budget proposal presented during the week of January 29 incorporates at least \$450 million in new jurisdictional funding to partially address the FY25 fiscal cliff. This additional funding, alongside the General Manager's proposed service, fare, and fiscal management policies, serves to address the current funding crisis affected WMATA for FY2025. Thus, to be clear, the \$450 million in added subsidies provided by the three jurisdictions serves to solve the "fiscal crisis" in our view for FY2025 without major service reductions proposed, including the introduction of turnbacks on the Red Line and Silver Line serving Maryland and cuts to Metrobus routes in Prince George's and Montgomery Counties. We greatly appreciate Governor Moore and Secretary Wiedefeld's leading position in this funding discussion. This additional funding level will increase Maryland's FY25 operating subsidy to \$638 million.

In concert with the 450 million in additional subsidy, WMATA proposes to close the FY25 budget gap through modest changes to service, fare, and fiscal policies. That includes a 12.5% weekday fare increase for bus and rail (with parking rates held constant), alongside weekend and late-night fares going up by 25%. This fare increase would raise \$24 million. There will also be modest rail service reductions including more six-car trains, reduced peak hour operations, and adjusted peak headways. Preventive maintenance (PM) transfer levels would also increase relative to the Board policy baseline to \$164 million in FY25.

While the FY25 budget negotiations appear substantially resolved, the Commission notes

two ongoing areas for resolution. The current proposed subsidy levels by each jurisdiction are not consistent with the current WMATA subsidy formula. As a result, if the District's \$200 million contribution remains its upper limit, then the total subsidies available to WMATA are likely to decrease by \$17 million. At the same time, WMATA's assumption that all represented employees will see 0% raises in FY25 is inconsistent with past negotiations. Therefore, the Commission expects that some portion of the assumed \$38 million in associated labor savings may not be able to be realized. The Commission recommends that the additional dollars ultimately needed for FY25 be offset by additional PM transfer, rather than further service or fare changes.

While the FY25 solution appears close at hand, the Commission recognizes that many of the same fiscal challenges will confront the region for FY26. As WMATA begins to consider the FY26 budget, the Commission expresses a desire for Metro to work closely with the State of Maryland, Montgomery and Prince George's Counties, and WSTC on major policy issues of concern to us, including any potential Metrorail turnbacks in Maryland, station closures, MetroAccess eligibility changes, bus service reductions, or fare increases for long-distance commuters.

As it relates to the capital budget, the Commission wants to emphasize the need for new funding sources beginning in FY29, at the point at which the 2018 dedicated funding's bonding capacity will be exhausted. To postpone that day for as long as possible, the WMATA capital budget needs to focus on the essential state of good repair projects. Doing so may require delaying or spreading out over additional years of new capital projects, including the 8000 series train cars and the zero-emission bus conversion, the latter of which the Maryland Transit Administration has delayed in its current budget.

As evidenced by this year's regional discussion, there is clearly a need for a longer-term solution to WMATA's operating and capital budget funding. The Commission encourages WMATA, the State of Maryland, and our regional partners in identifying a solution and moving toward implementing it in 2025.

We greatly appreciate your attention to this letter. We stand ready to work with you on the future of WMATA as we look for a sustainable funding model to support transit in the region for years to come.

Sincerely,

Michael Goldman Chair Washington Suburban Transit Commission CC: Joe McAndrew, Assistant Secretary, MDOT Donald Drummer, Vice Chair, WSTC Councilmember Eric Olson, Secretary – Treasurer, WSTC Thomas Graham, Commissioner, WSTC Ray Briscuso, Jr., Commissioner, WSTC Tom Hucker, Commissioner, WSTC Drew Morrison, Acting Director, Washington Area Transit Office, MDOT



Alexandria Transportation Commission 301 King Street, Alexandria, VA 22314 Phone: 703.746.4025

Paul Smedberg, Chair WMATA Board of Directors 300 7th Street SW Washington, DC 20024

February 21, 2024

Re: WMATA FY25 Budget: Consistent, Reliable, Frequent Bus and Rail Service is the Priority

Dear Chair Smedberg:

Thank you for the opportunity to provide feedback on the proposed FY2025 budget on behalf of the City of Alexandria's Transportation Commission. We applaud the proposed budget's delicate balance of aggressive cost saving proposals, targeted service reduction techniques, and reasonable fare increases.

The Commission appreciates that the revised FY2025 proposed operating budget avoids many of the draconian cuts to Metrorail and Metrobus service and frequencies called for in the General Manager's proposed budget, including that the revisions sustain critical bus services such as the 8W to parts of Alexandria which do not have access to Metrorail. It is of the utmost importance that the WMATA budget maintain **reliable service** and **convenient frequencies** that continue to serve all riders, especially at a time when transit ridership is increasing across the region. **This must remain a top priority regionwide**.

The Commission also understands the need to increase fares to keep pace with inflation, and the importance of installing new faregates system-wide to reduce fare evasion. Please remember that these measures to ensure all riders fairly pay their way must be in lockstep with increased use of Metro Lift and Senior reduced-fare programs to help our riders most in need.

WMATA's request for more subsidy funding from jurisdictional partners at the local level would normally cause concern, especially while accepting existing or reduced service levels. However, the Commission understands that the FY2025 operating budget shortfall is a regional issue which

requires a regional solution from all partners, and we have consistently championed local investment in the Metrorail and Metrobus systems during local budget deliberations.

Looking ahead, the Commission urges WMATA to pay special attention to future budgets because of the absence of dedicated funding and to continue to work closely with compact partners and jurisdictions to look at alternative funding approaches. The objective: increase budget stability and certainty to ensure that transit continues to serve the region's transportation needs. Only with that certainty can regional residents and workers truly build their lives around alternatives to driving alone, thereby realizing congestion reduction, greenhouse gas emissions reduction, and equity for all well into the future.

Sincerely,

M. M.M.

Melissa McMahon Transportation Commission Chair

Cc: City Manager James F. Parajon Adriana Castañeda, Director, T&ES Hillary Orr, Deputy Director, T&ES Christopher Ziemann, Division Chief, T&ES Silas Sullivan, Urban Planner II, T&ES

GREENBELT CITY COUNCIL



Emmett V. Jordan, **Mayor** Kristen L.K. Weaver, **Mayor Pro Tem** Amy Knesel Danielle McKinney Jenni Pompi Silke I. Pope Rodney M. Roberts

February 26, 2024

Paul C. Smedberg, Chair Board of Directors Washington Metropolitan Area Transit Authority 600 5th Street, NW Washington, DC 20001 boardofdirectors@wmata.com

RE: WMATA's FY25 Proposed Fare and Service Changes

Dear Mr. Smedberg:

The Greenbelt City Council would like to thank you for the opportunity to comment on Metro's proposed FY25 fare and service changes and their potential impacts to the City of Greenbelt. We recognize the unprecedented budget deficit Metro faces in the coming fiscal year, and the City remains a strong advocate for continued and improved Metrobus, Metrorail, and MetroAccess service for our residents. In the proposed budget, we appreciate Metro's commitment to improving the safety, reliability, and affordability of its system via the capital budget.

Unfortunately, the proposed service plan would dramatically—and detrimentally—affect Greenbelt residents, businesses, and the region as a whole. In particular, there are many residents within our communities, especially lower-income residents, who do not drive and rely solely on Metro who will be disproportionately hurt by these service reductions. As you are aware, the City has worked through restructuring of its bus service a number of times, and we understand the challenges and complexity of such an undertaking, including the tradeoffs between variables like bus frequency and coverage.

The proposed elimination of Metrobus routes G12 and R12 would directly and adversely affect some of Greenbelt's most vulnerable residents, including those living in Equity Emphasis Areas (EEA) as defined by the Metropolitan Washington Council of Government's (MWCOG) Transportation Planning Board (TPB). As you are no doubt aware, EEAs are a regional planning concept adopted by the MWCOG Board of Directors to elevate equity, and they comprise census tracts that contain higher concentrations of low-income or minority residents compared to the rest of the region. They also have a higher share of individuals with disabilities and who commute by public transportation— exactly those community members who should not face cuts like those proposed. We believe it is also important to note that Metrobus G12 was originally developed in collaboration with the City and local transit advocates and provides vital service to areas of the City that are otherwise not served by transit.

While Metro's proposed budget identifies TheBus 16 and 15X and Metrobus G14 as providing alternative service for the loss of the Metrobus G12 to Doctors Hospital and Hanover Parkway South of Greenbelt Road, these are not truly viable alternatives for many of our residents. Metrobus G14, TheBus 16, and TheBus 15X do not serve Ridge Road, Hanover Parkway north of Greenbelt Road, Mandan Road, and Ora Glen Drive. Service on Ridge Road would be limited to the area between Westway and Gardenway. Riders who currently access bus service along Hanover Parkway north of Greenbelt Road, Mandan Road, and Ora Glen Drive would be forced to seek service at the nearest stop along Greenbelt Road or Hanover Parkway south of Greenbelt Road. In addition, these routes do not serve Ivy Lane, Lastner Lane, and Ridge Road which are currently serviced by the Metrobus G12. TheBus 16 also has fewer operating hours than the Metrobus G12 and does not operate on Sundays, and TheBus 15X provides only limited weekday, rush-hour service.

Additionally, both the G12 and R12 serve Greenbelt Metro Station, recently selected as the new location for the FBI Headquarters. The City believes that it would be shortsighted to eliminate and/or otherwise reduce Metrobus service to and from this critical transit hub that will soon transform into a key regional transit-oriented development (TOD) center.

We understand the looming deficit WMATA faces if additional funding is not secured, and we thank you for the opportunity to comment on behalf of the City of Greenbelt's transit riders. If you have any questions, please contact Ms. Jaime Fearer, Assistant Planning Director, at 240-542-2040 or <u>ifearer@greenbeltmd.gov</u>.

Sincerely,

Emmett V. Jord Mayor

 cc: City Council Michael D. Johnson, Director, Prince George's County DPW&T Efon Epanty, Prince George's County DPW&T Josué Salmerón, City Manager Terri Hruby, Director of Planning and Community Development Jaime Fearer, Assistant Planning Director



March 1, 2024

Mr. Paul Smedberg, Chair Washington Metropolitan Area Transit Authority Board of Directors 300 7th Street, SW Washington, DC 20024

RE: Arlington County's Comments on the Proposed Fiscal Year 2025 WMATA Budget

Dear Mr. Smedberg:

On behalf of Arlington County, I am writing to express our concerns about the long-term sustainability of the Washington Metropolitan Area Transit Authority (WMATA) and the significant challenges presented in the FY 2025 proposed budget.

We fully recognize the difficult financial situation WMATA faces and appreciate the additional funding provided by the Commonwealth of Virginia. However, future budgets will still include substantial deficits, and the reliance on using capital funds for operating expenses is concerning. This is not a sustainable practice and will only lead to further problems down the road. Arlington County agrees that Metro should be a world-class transit system, but Metro cannot attain that status if it takes shortcuts and allows the system to devolve.

Recently, the three jurisdictions (and their sub-jurisdictions) have been focused on finding avenues to bridge this funding gap, and that appears to have helped secure additional funding from state legislators. But we now need to look inward at the expenses that WMATA incurs.

WMATA is a service provider and should be focused solely on that function. Arlington County urges WMATA to thoroughly review all expenses to identify areas where costs can be reduced without impacting essential services. We also believe that the Better Bus Network Redesign holds great promise for improving efficiency and reducing costs. Arlington County is hopeful that the Better Bus Network Redesign will be a powerful tool to build a more efficient, less costly means to transport customers from their origins to their destinations. We believe that if the system can operate more efficiently while ensuring safety, reliability, and frequency, it will increase ridership and reduce costs. However, now that Arlington has adopted its Transit Strategic Plan (TSP), we request a thorough cross-walk of the Network Redesign and our TSP before implementation to confirm no major gaps in service within Arlington County.



 DEPARTMENT OF ENVIRONMENTAL SERVICES

 Division of Transportation and Development Services

 Transit Bureau
 2100 Clarendon Blvd., Suite 900, Arlington, VA 22201

 TEL 703-228-3681
 FAX 703-228-3509

We were discouraged by the proposed service reductions on the Columbia Pike corridor, the elimination of the 3Y, and the proposed alterations to the Metroway line that were presented in the General Manager's Proposed FY 2025 Budget. Service changes on Columbia Pike would have a significant negative impact on ridership, traffic congestion, and equity. We understand the need to make difficult choices, but we urge WMATA to find alternative solutions that do not disproportionately burden certain communities and push customers to single occupancy vehicles. In the event of such service adjustments, we recommend utilizing the Commuter-Choice-awarded grant funds to increase the frequency of the 16M service, thereby mitigating the impact of reduced service on the 16A/C/E routes.

Arlington County is committed to working hand-in-hand with WMATA to find solutions to the agency's financial challenges. We rely on WMATA to provide regional service to the people who live, visit, and work here, and experience with WMATA the wellness of its system. A Metro success is an Arlington success. Likewise, a Metro failure is an Arlington failure. A fiscal failure at WMATA is not an option. We urge WMATA to start working on reducing the funding gap for FY 2026 now. We encourage WMATA to adopt a balanced budget that addresses the agency's financial problems without sacrificing essential services or placing an undue burden on riders.

Sincerely,

Hui Wang Director of Transportation Division

Cc; Lynn M. Rivers, Transportation Chief Kirk Dand, WMATA Service Coordinator 3/1/2024

Dear WATA:

I understand budget cuts due to income shortfalls, however, I implore you not to do so on the backs of one of the most vulnerable members of society. Too often, individuals on the margins of life bear the brunt of decisions made in a boardroom. This decision will have far-reaching consequences for those who will be affected for many years to come.

Disabled individuals depend greatly on the services of Metro Access. The ability to have some vestiges of independence in traveling around the DMV area means a great deal to this population. They do not have to depend on family or friends to transport them to their desired appointments for business or pleasure.

My son uses Metro Access to travel to and from work several times a week. To say your services are greatly appreciated is an understatement! He beams at the ability to schedule his rides and always follows up with the Where is My Ride personnel whenever there is a delay. He takes pride in telling me, "I can do it, or I handled it".

As the mother of a disabled adult child, it gives me great comfort to know that he is safe and secure with a Metro Access Driver as he comes and goes. They are trained professionals who have maintained a big role in transporting my son safely for more than fourteen (14) years.

To have paratransit transportation services greatly reduced or many routes deleted would be a travesty to this population that depends so heavily upon it.

Please reconsider reducing Metro Access Services and seek budget cuts elsewhere, perhaps installing wire grinds in the subway stations to prevent people from jumping the rails and riding for free.

Thank you for all you currently do to support this population. May it continue for eternity.

Sincerely,

Eleanor L. Bonner

Sharlene Mobley



March 1, 2024

Washington Metropolitan Area Transit 300 7th Street SW Washington, DC 20024

The Metrobus M6 route plays a crucial role in ensuring the safe and efficient transportation of my travels (Sharlene Mobley) to and from work, medical appointments, social events, entertainment, visiting family and grocery store.

However, there are budget situations that WMATA may find it necessary to request a change in the services (bus, rail, Access route) to better you're your budget needs and circumstances.

To address this matter professionally and effectively, I would like to give some comments and possible solutions:

A. Fare Evasion –

- a. Can advertisements about All should pay to ride the Metrobus and Metrorail in the DMV area for social media, Yahoo and other search engines that would not give a cost. Insert on your website. If you do have promotional funds available insert an article in local newspapers.
- b. Can the National guards help the metro transit police maintain and control evasion and be safe at the same time?
- c. I see so many people not paying even individuals that work in the federal government that get transit subsidy. One gentleman expressed to me that he saw on Yahoo that payment is required on the Metrobus. And got mad at me for paying.
- d. Even if VA, MD, DC pays the requested amount that doesn't help all the WMATA budget pay and operational cost. Customers need to pay to help with WMATA cost. You are providing a service that is crucial and needed by me to travel all over the DMV area. To many of the buses that are on the termination list are routes I need to travel. I do not have a car and I do not use Uber. I will pay for a taxi every now and then

but that can be very costly. The WMATA is reasonable, and I have been using this system since 1975 when I came here for college.

- B. Safety Concerns
 - a. Having the M6 a half a block from my residence is very easy to travel. Especially, since I am a budget analyst, I have late night and early mornings to perform my assignments/task.
 - b. To get people to pay, there should be protection and individual in authority for these customers to pay or told that they can't ride.
 - c. Also, not causing issues for the riders that do pay and especially protection for the bus drivers that are performing their jobs.
- C. Unforeseen Circumstances
 - a. COVID caused a lot of these non-payment issues in so many cities. During that time, it was the way to not pay on transit.
 - b. Meanwhile, WMATA had signage notices to state that fare payment will begin on the date way in advance. You gave notice. But so many people didn't care.
 - c. WMATA provides a service and services should receive payment. How people don't understand this fundament procedure.
- D. Convenience and Efficiency
 - a. Stopping or terminating rail service and bus service will not be convenience or efficiency.
 - b. Bus drivers losing jobs is not convenient or efficient.
 - c. Definitely, not convenient or efficient for riders.
 - d. Most of the areas that termination, most of those people will be stuck in their residential areas.
- E. Conclusion
 - a. Thanks for this opportunity to send this letter for my concerns to be on record for the 2025 WMATA Budget Proposal.
 - b. Please keep me informed of any developments or decisions made regarding this matter.
 - c. I understand that this request may require careful consideration and collaboration with the Metro transportation department.

Sincerely, <u>Sharlene Mobley</u> Sharlene Mobley

Michaela Platzer

Washington, DC 20015 March 2, 2024

Dear General Manager Clarke:

As you know, Metrobus service that once crossed the heart of the Chevy Chase DC Community has dwindled and is in danger of rapidly disappearing despite WMATA's strategic goal of delivering safe, equitable, and reliable transit to the riding public across the city. Parts of our community have become a bus desert forcing even the most avid bus riders to travel by car.

My most immediate concern is Metro's decision to eliminate the E6 during covid. As you likely know, Barnaby Woods and Hawthorne have few public bus transit options. WMATA discontinued the E6 despite strong community opposition and eliminated the route without following the public input process of previous years when WMATA proposed the E6 for elimination—at least four or five times in the past decade.¹

For many decades, the E6 operated between Friendship Heights and the Knollwood Life Plan Community at 6200 Oregon Avenue, NW. The E6 was the only route connecting the neighborhoods of Barnaby Woods and Hawthorne as well as Knollwood to the Chevy Chase civic core (the commercial corridor and the heart of the community's retail stores, restaurants, grocery stores (Safeway and Magruder's), CVS, a movie theater (the Avalon), public library, the Chevy Chase Community Center, and more), Lafayette Elementary School, and Friendship Heights (a commercial corridor with retail, restaurants, grocery stores (Amazon Fresh and Whole Foods), medical offices, and Red Line metro access) at the other end 2.5 miles away. This route was taken away from us.

The E6 carried an average of more than 300 riders per day, according to WMATA, in the years prior to the pandemic, and in some of those years more than 450.² This translates into many fewer individual cars on the road, a benefit to all. Any decline in E6 ridership prior to the pandemic was correlated with factors such as WMATA's decision to double the wait time for an E6 bus from every 20 minutes to a 40-minute wait, not

² E6 Metrobus ridership figures are from WMATA's Ridership Data Portal, <u>https://www.wmata.com/initiatives/ridership-portal/</u>.

¹ On each previous occasion, WMATA provided the required notice, held the required meeting, and after considering the public's comments, changed its mind about terminating the E6, a lifeline for many residents, including seniors, students, and disabled riders. WMATA had no authority to terminate the E6 without notifying our community, holding a hearing to obtain our comments, and considering those comments in its deliberations. To remedy this, WMATA should revisit the E6 termination in compliance with the public input requirement.

insufficient demand. Because it took less time to walk to/from Friendship Heights along parts of the E6 route, some riders stopped using the E6 except during rush hour.

Road closures due to construction on Oregon Avenue, NW, before covid meant the standard E6 route was in place only intermittently for more than three years. This created persistent uncertainty about where and when riders could catch the E6, thus resulting in a decline in riders from earlier years. Simply put, any decline in E6 ridership due to these factors, among others, supports a need for more frequent buses, not the elimination of bus service.

Residents who once used the E6 route must now choose between the lesser of two evils in getting to Connecticut Avenue, the L2, or the Friendship Heights metro station walking a considerable distance (2 miles or more) or bearing the inconvenience and expense of parking near Connecticut Avenue, where permitted, or in Friendship Heights.

Restoring bus service from Barnaby Woods/Hawthorne/Knollwood to Friendship Heights would cut the commutes for many people by at least 30 minutes and once again allow access to Connecticut Avenue's commercial establishments and the Friendship Heights commercial core.

A second concern, and equally distressing, is Metro's proposal to eliminate or change the M4 route. A portion of the M4 route weaves through Chevy Chase neighborhoods during the week at roughly 30-40 minute intervals, except for more frequent service (about every 10 minutes) to accommodate school children and during rush hour, from Knollwood to Western and Oregon Avenue then on to Pinehurst Circle with stops along Utah and Nebraska Avenues to the Tenleytown metro station.

The M4 is the remaining bus route that travels through the Barnaby Woods and Hawthorne neighborhoods for those who live nearby, averaging up to 1,100 riders per day during the week (no weekend service) in 2023.³ Changes to the M4 route, including possible elimination, would leave hundreds of Chevy Chase students with no bus service to Deal or Jackson-Reed. Many weekday commuters would also lose this critical public transit option.

The western portion of the M4 route—from Tenley to Pinehurst Circle and on to Knollwood—is vital, and, if anything, needs weekend service if the Chevy Chase

³ Since 2019, average daily boardings on Metrobus are measured by passenger counting devices on-board the vehicles.

community is not to become totally car-dependent, a real danger if WMATA implements its draconian budget plan, this year or in coming years.

The M4 is not a replacement line for the E6 because it does not serve Western Avenue, Broad Branch Road, McKinley Street, the commercial corridors at Connecticut Avenue and the Friendship Heights metro station.

To avoid a neighborhood bus desert, I strong urge WMATA to keep local community buses in place that serve an important segment of the population for the public good, which should be offset by the most heavily traveled routes that could absorb the costs. Community buses must be an essential part of the District's multi-modal transportation system.

WMATA must consider its primary competition, the automobile, a preferred mode of transit for many people across DC. In my opinion, Metrobus should offer riders frequent service (wait times for riders of no more than 15 minutes), expanded hours, weekend service, nearby bus stops, and a robust network that allows them to travel safely, quickly, and easily to all parts of the city. This more than anything would drive demand and encourage more people to choose buses and metro transit rather than cars.

The current proposed budget for FY2025, its subsequent revised budget, and the proposed "Better Bus Network" plan are all counter to WMATA's core mission—to provide transit to all who need it and to ensure that residents in neighborhoods such as Hawthorne and Barnaby Woods and residents at Knollwood have access to public transit to get to work, medical appointments, school, or for leisure (restaurants, museums, sports events, etc.).

I urge WMATA to reinstate service on the E6 bus immediately as the current M4 bus service does not offer reasonably comparable service to our community. I also urge WMATA to support the continuation of the M4 route. A bus desert helps nothing and hurts many, particularly as the District of Columbia aims to decrease the use of cars by its residents and to increase the use of public transit.

Sincerely,

Michaela Platzer

Let's keep at top of mind the reasons for a public transportation system as important as WMATA to exist, which include bringing people together for all kinds of reasons—economic (jobs), social (visits and events), cultural, education, medical, and many others—in short, for life (not just commuting). Also, at a time when there is a dire need to reduce carbon emissions, which cannot be done without providing sufficient access and equity, a healthy regional public transportation is a necessity.

Contrary to what has been expressed, as a regular rider (bus and train) for several years, I have seen people from a variety of backgrounds using public transportation, bus and train, depending on the destination and time of day.

Talk of possible devastating cuts—and the extensive cuts that have been proposed would be devastating, to the point of missing the point of a public transportation system—is premature if everything has not been carried out to maintain and increase revenue (including not wasting funds).

I must commend WMATA for beginning to add the more effective train fare turnstiles, which I've seen at Pentagon City and Suitland, the latter added more recently. While not perfect, they're significantly more effective than their predecessors. More of them need to be added to more stations this year.

More people at the Suitland station are using their smart cards for the turnstiles than before the (actually) new and improved turnstiles were installed. So, although the station may be in an area where many passengers are low income, if they're taking the train every day, they can afford to use a monthly pass—indeed, such a pass would save these riders money (and time).

As I mentioned at a recent WMATA hearing, I am dumbfounded as to why WMATA has refused to promote its monthly pass, which could be an even more consistent revenue stream. It has been said that it's because many riders are low income and thus wouldn't use one; I beg to differ, and the recent uptick of (primarily) "low income" riders legitimately riding the train, due in part to the improved turnstiles, shows that there's a market for these passes that has been ignored, due to an incorrect assumption.

Also, there's been a promotion to more affluent train riders of the use of Apple Pay and Google Pay to pay for train rides, which is fine. However, these are merely payment methods. If many of these people have smart trip cards (or a smart trip card app), they should also be encouraged to purchase monthly passes, as it would be an additional convenience. Also, as a monthly pass is prepaid, the more people are encouraged to purchase passes (whether or not their employers pay for one), the more often they are tempted to use the system (if only to psychologically justify having purchased one), which is what we all want.

Yes, WMATA needs to procure additional funding from the local jurisdictions and federal government, and such efforts to increase these revenue sources should continue to be pursued. However, these jurisdictions may be looking at WMATA and its efforts—or perceived non efforts—to gain revenue, and partly make decisions on whether to provide additional funds on whether it is perceived that WMATA attempts to obtain more revenue from other resources (internally) first.

A smaller, less significant revenue source (probably goes more toward passenger counting) is bus fare. Many people have noticed that extensive bus fare evasion has continued although service is back to normal, post pandemic. One reason for the continued high bus fare evasion that has not been mentioned, as far as I am aware, is simply that the bus fare boxes, whether the "old" ones or the newer, digital ones, often do not work; I would guess that they're not working about 25 percent of the time in any given week.

Another reason for bus fare evasion (that I have heard several times) is simply to protest against the bus' late arrival. (Note: Those new, digital (and thus, expensive) BusETA signs at Suitland metro and other stations are not effective. For some reason, these signs seem to work much better when they are at bus stops which are not at metro stations.)

My longstanding concern about BusETA is that (it is claimed, when I ask) that the GPS trackers are often broken. However, due to how BusETA actually performs, it seems more likely that it is often turned off en route, often when a bus is within 10 minutes or so of the station, I have noticed. As I have estimated how soon it takes me to reach the nearest bus stop from home (depending on the time of year, weather), I know whether or not I can make it to the bus stop in time, with time to spare. However, far too often, I leave the house right after checking BusETA, with plenty of time to spare, make it to the stop, look at BusETA, and it will tell me the bus will arrive in a few minutes (in less than 10 minutes). Then, suddenly, when the bus should arrive, and I check BusETA again, it says not that the bus will arrive in 0 minutes (which simply means it's coming around the corner), but that it will arrive in, say, 39 minutes! (This has happened on weekday mornings, several times; this scenario happened the other day, in fact.)

This scenario plays out a number of ways. Some days, the bus arrives in a few minutes anyway, in much less than the 39 minutes claimed, often in five or ten minutes. (I know this because I now generally wait for the bus to arrive. Several times in the past, when seeing such a BusETA claim on a weekday, I started walking up the hill and was passed by the (allegedly nonexistent) bus! Also, I now tend to wait because I also consult the DC Transit app, which, for some reason, is often more accurate and consistent with bus arrival times than BusETA! (Another rider told me about that app.) Thus, I often know that the bus is coming, but that app isn't always correct either. (Also, BusETA also has a weird quirk—even if you drag it to your cell phone home screen, it will eventually kick itself off your screen, meaning you have to add it to your home screen again (which I had to do recently); I haven't had to do this with DC Transit, or with most other apps on my phone. Weird.

The problem with the frankly lackadaisical attitude toward whether GPS trackers work (or remain turned on for the entire route) is that this makes BusETA less than trustworthy, which consequently makes bus service itself less reliable (or at least makes it perceived to be less reliable, which can affect whether people decide to use public transportation).

Better use of WMATA's resources is also needed.

The recent foray into "improving" signage at Metro stations is a bust. The new signage (which I've seen at L'Enfant Plaza) has confused even me; the only way I know where to go is that I've been in that station so many times, and get off the train at about the same spot when going home, that I know which direction to turn to

```
Page 2 of 4
```

transfer to the other train. However, the first couple of times I arrived at L'Enfant with the new signage, I was unsure what I was looking at, and knew that if I hadn't been to L'Enfant in a while, I might not know which direction to go. In the past couple of weeks at L'Enfant, I overheard a couple of people ask directions. Last week, after a young woman asked a police officer which direction to go, I asked the officer whether she noticed more people getting confused, and she mentioned that she's gotten a lot more questions about what direction to go to catch the train recently. This suggests that the new signage is actually counterproductive (and changes to signage are not cheap). It has been said that the new signage is to keep up with other (international) subway systems. Really? Aren't those systems more simple, akin to the traditional Metro signage?

I won't lob the insult that the people who signed off on these signage changes don't use the subway. More problematic is that they do not seem to have a grasp of graphics and semiotics. Average men and women, including WMATA employees and contractors, would be greatly helped by perusing the (brief) works of graphic designer Robin Williams, particularly her *The Non-Designer's Design Book—Design and Typographical Principles for the Visual Novice*. (Indeed, even reading pages 53 and 54 of her *The PC is not a Typewriter* might prove helpful.) Williams provides helpful explanations of how and why to use certain typographic/graphic conventions, as well as provides illustrations of these explanations, and how they improve readability.

Obviously, the new signage is not working for its designed purpose—to quickly provide clear information on where to catch the next train, or to exits. Please change the L'Enfant Plaza signage back to the original signage system. No one who uses the metro uses "North," "South," "East," or "West" to describe where a train is; this is just causing confusion. Please don't be obstinate about this mistake, which the "improved" signage is, a mistake, an expensive mistake. Own up to it, ditch the newer signage, and cut your losses.

Another relatively minor (maybe) bleeding of money is at some of the outdoor metro stations, where often the street lights (in both the bus bay sections and other outdoor areas) are often on during broad daylight on sunny days. I don't know what type of lights these are, or what type of sensors they have, but since this affects many lights at several stations, this may be more than pocket change. I have seen such lights on under such circumstances at Fort Totten, Southern Avenue, Branch Avenue, and Suitland. Properly working outdoor lighting should provide some savings, while not significant, noticeable operational savings nonetheless.

Now, concerning the **D14** (Suitland-Oxon Hill) bus route, which has been proposed to be eliminated. The problem with this proposed elimination is that its proposal is not consistent with WMATA's stated commitment to equity, as it runs squarely within an equity emphasis area. As mentioned on page 26 of WMATA's *Bus Service Guidelines – Metrobus* (final, December 2020),

The Metropolitan Washington Council of Governments developed Equity Emphasis Areas (Figure 3) to identify small geographic areas that have significant concentrations of low-income, minority populations, or both.⁶ Combined, transit providers in the WMATA Transit Zone should provide some level of transit service within one quarter mile of 95 percent of the Equity Emphasis Areas.

Moreover, according to page 754 of the FY 2023 Annual Line Performance Report, the D14 is classified as a "framework" route with an overall grade of "B." Again, according to the Bus Service Guidelines – Metrobus Page **3** of **4**

(page 6): "Framework Routes are the backbone of bus service, allowing riders to travel along major corridors/streets and access the region." This describes the D14 to a T, as it serves senior riders, students, and workers. It takes riders to Suitland Federal Center, a community center, a middle school, a social security office, Andrews Air Force Base, a Latino supermarket, Aldi, a senior social service office and community center, a medical building that houses a Veterans Administration office, a Giant Food, as well as between residences and between two metro stations. It is the only route that travels down Suitland Road, and travels down much of Allentown Road (a busy commercial corridor). Its absence would deprive many citizens of needed access to various activities, services, and businesses, violating the spirit of the stated commitment to equity and access.

This proposal, to drop the D14, is particularly galling as, according to WMATA's own data, D14 riders tend to be low income households (78%), and 98% are people of color (page 755 of *FY 2023 Annual Line Performance Report*).

Eliminating the D14 bus route would achieve a couple of poor outcomes. It would provide increased hardship to seniors and others who currently may not own cars, constricting their activities; some might be tempted to buy cars, which could mean more cars on the road, increasing congestion and emissions, and draining their pockets even more. Even if (proposed former D14) riders took the occasional Uber or Lyft, again, that's increased financial hardship for a population that currently has financial difficulties; this would worsen them.

Again, let's keep the **D14** (Suitland-Oxon Hill) bus route, and keep it in its entirety, running seven days a week, for all the above mentioned reasons.

Moreover, as much as possible, please re-double efforts to increase revenue, and to stop wasting/bleeding money (i.e., "improved" yet more confusing new signage) before there is talk of tearing WMATA to shreds via eliminating bus routes, killing the system by a thousand cuts.

Concerned,

Aurelia Glenn

TO: WMATA FROM: Charles T. Hathway RE: T2 Metrobus DATE: 3/04/24

I am writing to express continued support for maintaining the T2 Metrobus route. This route is vital to many individuals, businesses as well as families. Given there is no viable subway option, deleting the T2 Metrobus line would have an inequitable and discriminatory impact. Deleting the T2 Metrobus line would thwart the goals of inclusive living and working community, as those without car transportation would be foreclosed from living or working in the areas currently serviced by the T2 Metrobus line. Many resident of any affordable housing components added in future developments served by this route would essentially be stranded.

The T2 Metrobus route is very important means of transportation for many employees served by businesses along this route.

Each stop along the route is important; please preserve all of them. Thank you for you consideration.

I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area.

Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration.

Thank you.

I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access Potomac and Bethesda. The T2 Metrobus is the only reliable public transportation to this part of the County, which is critical for the County's economy. This bus service is a crucial support for our area.

Please consider all efforts to protect full T2 Metrobus for the many riders who require this service to get to work, school, and other activities. Thank you for your time and consideration.

Aje'na Amaro

Hello!

I am writing to you today to express how vital the T2 Metrobus route is to our community. This is a vital route for many individuals, businesses and families to access top employers in Montgomery County, the top-paying county in the State of Maryland. The T2 Metrobus is the only reliable public transportation to parts of Potomac and Bethesda, where many jobs offer distinct and comprehensive benefits. My colleagues at Congressional Country Club risk losing access to these great jobs if WMATA cuts service.

Please help us save T2 Metrobus for the many riders and hard workers who require this service to get to work. Thank you for your time and consideration.

Aje'na

Hearing on WMATA FY25 Budget, 2/27/24, 6 pm Testimony

My name is Judith Farley. I live in Southwest and belong to the Waterfront Village, a neighborhood organization which supports residents aged 60+ who live in SW DC and Navy Yard. It offers critical home and health services and hosts educational, wellness, and social events to keep our neighbors engaged in the community.

I am testifying tonight to stress that metrobus routes 74, P6, and 52 are lifelines to our Southwesters, many of whom have no cars. These routes MUST stay in operation.

As you know, statistical analysis and anecdotal evidence demonstrate the dangers of isolation to this aging demographic.¹ Making connections in SW means relying on the 74 and P6 to get us to the places that keep us healthy and involved in the broader community.

Some examples: Our residents, especially those living in old SW and Buzzard Point, use the 74 regularly to go to medical and dental appointments; to the MLK library, the Smithsonian museums, National Archives and the Convention Center; to eat at restaurants along 7th St. NW and Chinatown; to shepherd grandchildren to and from school; and even to WMATA hearings.

¹ Axios DC, 2/26/24, "1 Big Thing: Lonely in DC."

The 74 connects with other bus routes on Pennsylvania Ave., E and H Sts., and the Circulator. Heading east, it stops at our Village office, Arena Stage, Nats Park, Safeway, Harris Teeter, St. Matthew Lutheran, St. Augustine Episcopal, Westminster Presbyterian, Christ United Methodist, St. Vincent DePaul Catholic churches, and the Buddhist Meditation Center. (So you can see that even God wants WMATA to keep these buses running).

The P6 is the only bus that goes along M St. SW to 11th St. SE, to take us to Harris Teeter, Trader Joe's, and Eastern Market. It goes north to the Mall, more Smithsonians, Botanic Gardens, the Main Library, the E St. Theater, Ford's Theatre, the Hudson Institute, Macy's, the Bloomingdale Farmers' Market, and connects us with all four quadrants in the city. The 52 starts at L'Enfant Plaza and runs along 14th St. and down to the Wharf, with its many venues, restaurants, workers, and tourists.

Currently, we have the Circulator, with its very limited reach for Southwesters. It may also be discontinued. If that happens, we will be without public transportation on M St. except for rail, which is unfriendly to people with mobility difficulties. When I first moved to SW, three buses ran along M. Now we are down to one, and if that leaves, none.

SW residents use buses instead of Waterfront Metro. Everything south of M is residential, where so many live. The buses easily accommodate wheelchairs, walkers, and at the other end of the Page 2 SW demographic, baby strollers. Bus drivers wait until older people are seated before driving off; they secure wheelchairs and lower ramps for people who need that help.

Metrorail cannot provide these services. And when station elevators are out of order, braving the escalators with walkers and strollers can be dangerous. Platforms and cars are often crowded; passengers do not always wait for the slower among us.

Finally, we understand that funding has been tentatively committed to keep the 74, P6, and 52 running in FY25. We thank you for this extension but know that this is a temporary reprieve. We hope you can find a permanent solution for SW. By doing so, WMATA will contribute greatly to the health, safety, and wellbeing of our SW and Navy Yard residents.

I am happy to answer your questions.

Submitted by Judith Farley SW resident

TESTIMONY

On the

Proposed 2025 Metro Budget

Submitted by Phillippa Mezile Resident, District of Columbia February 26, 2024

I am a resident of the District of Columbia and I am a person with a disability. My testimony is to implore the Metro Board of Directors to fully fund Metro and not to reduce the service area for Metro Access, which is vital to the viability of the disability community. Metro Access allows a person with a disability and/or a senior citizen to have the same opportunities available to any person who has no limiting disability.

This includes the ability to travel to and from a workplace in support of their own financial viability. Metro Access is critical to some who need lifesaving dialysis, cancer treatments or other medical services. It also enables persons with disabilities to get to and from church, to be engaged in community and volunteer activities, to venture to social gatherings with family and friends, to transport groceries, etcetera and to be a participant in the lifeblood of the community.

As a person with a disability, Metro Access has enabled me to fully thrive in service to my community. I am active in my church, I have served in the foster grandparent program mentoring youngsters, I can get to and from

2

3

medical appointments, I am active in service projects with my sorority, I am a volunteer with the AARP Senior Medicare Patrol program training seniors to spot Medicare billing fraud and abuse, and I participate in a plethora of other activities. I also have served as a voice for the disability community for several years on a Metro committee. None of this would be possible without Metro and most of it would not be possible without Metro Access.

While I appreciate that the budget pressures may require reduced spending and/or increased revenue, I am asking that it not be done at the expense of Metro Access customers. These customers often have no other access to transportation services. I understand there is consideration to cut fixed route bus and rail services, but this also could adversely impact Metro Access customers whose service area is determined by current fixed routes. The savings by cutting metro access is quite minimal in relation to the devastating impact it would have on Merto Access customers.

There is no rationale to reducing the service area. Does it make sense that a person who currently gets picked up from their home, transported to their job or a medical appointment and back home would suddenly be forced to navigate the added expense, difficult and time-consuming task of adding in travel to and from a new pick-up point because their home is suddenly outside the service area? This is beyond senseless; it is cruel. Persons with disabilities have enjoyed these services but budget cuts now threaten to pull the rug out from under them.

I invite each of you to close your eyes for a moment and imagine if this was the extent of your vision as it is for some blind and nearly so for persons with low vision. Or imagine that your mobility is primarily restricted to the chair you are seated in as it is for so many who are wheelchair users or have other mobility challenges.

It is critical that no one should be relegated to a life of isolation or limited activity simply because they have a disability. Metro, and specifically Metro

3

Access, is critical to preventing a sense of isolation and to inspire active participation in the community.

If it is necessary to increase prices, I ask that it be a minimal increase and remain at a flat rate.

Anything short of full funding for Metro and Metro Access is tantamount to not only disrupting but possibly destroying the right to work, the right to critical medical services and the right to fully serve and participate in our communities. it also borders on infringing on the constitutional right to the pursuit of happiness.

Please carefully plan before you act and do not act to isolate and further hamstring a community of persons with disabilities who are in vital need of public transportation services.

Thank you.

3

3

I am fully in favor of just about any new source of funding for the Metro, including larger concessions from the local jurisdictions. That said, I think the most important funding issue is the elephant in the room, fare evasion.

I have been riding Metro regularly for over 30 years. In most of that time, up until the last few years, I think I saw people jumping over the turnstile a grand total of 3 or 4 times. Now, I see multiple people jumping over turnstiles almost every time I ride. This is a disgrace. Worst of all, many fare evaders take advantage of the extra-wide lane for wheelchair users, and push their way through the wider gates, often damaging them. This saddens me, since I am sure this means they are down for repair more often, making them of less use to the people for whom they are intended.

I simply refuse to believe that this behavior has to be tolerated in the name of some kind of solidarity with the poor. I am not rich myself by any means, but somehow in all those three decades, I have always found the money to pay my fare, and I have plenty of company in that regard. I am completely in favor of giving participants in programs like SNAP discounts on Metro fare, and ask that these discounts be expanded, to serve lower-income residents of the area better.

Lastly, I am pleased to see the pilot programs that Metro has implemented to make fare evasion harder, and I ask that they be improved and rolled out to more stations. The plexiglas gates are a good idea in principle, and I am sure they deter some fare evasion, but they need to be hardened; I have seen people simply force their way through them. Granted, measures like these will cost money themselves in the short run, but I believe they will pay for themselves given enough time.

Thank you for reading my comment. It is submitted solely in my capacity as a private citizen who happens to be a frequent Metro rider.

Tony Porco Savage, MD 20763 I live in Ward 1, at 16th and Kalorama NW. This is at least a mile from the nearest metrorail stations. I am 76 years old and have lived here since 1988. I do not have a drivers license and cannot ride a bicycle. I am retired, so live on social security and pension income. While I no longer commute to a job I do have a life, participate in exercise classes and volunteer activities, frequently go downtown, etc., relying on the buses to get around [not able to afford Lyft rides for more than an occasional trip and not able to walk really long distances].



I am writing to address the negative impact some of the proposed changes to bus service in Ward 1 would have. My primary concern is the stoppage of the L2 at Woodley Park. It will come as no surprise that residents of Wards 2 an 3 [the latter being the wealthiest ward in the city] have ready access to facilities and services that those of us on the wrong side of the park do not. Nor do they have any need to cross over to our side. But there are literally no exercise programs for seniors in Ward 1. We have DPR rec centers, but the nearest DPR senior classes are at Chevy Chase Community Center. There are SilverSneakers classes at Van Ness. There are no in-person classes for seniors at the Y on 13th Street NW. And Iona Senior Services in Tenleytown is for Wards 2 and 3 – I can attend the classes but I have to get to them.

If you turn the L2 around at Woodley Park, you will essentially cut off access to all the services on Connecticut Avenue. Not to mention access to the Red Line metro at Woodley Park, and with your proposed elimination of the 96 bus that makes it extremely difficult to get to Tenleytown. It takes me half an hour to walk to Woodley Park. It's a real treat in winter or in the rain. Did I mention I'm 76? Your plan is tailored to getting commuters north of the park to and from metrorail. Unfortunately it completely cuts off access for the rest of us, it's like raising the drawbridge over the castle moat so the peasants can't storm the castle.

I also urge you to reconsider eliminating weekend service on the 42/43. These are heavily used routes taking Ward 1 residents from Mount Pleasant through Adams Morgan [my neighborhood], down Connecticut Avenue into Ward 2 and Dupont Circle [my doctors are at MedStar Lafayette]. [I have never been on a Kennedy Center bus that had more than one other passenger, I assume you think that it's only for commuters to Potomac Park, which has no rail service?] Combined with the above-mentioned elimination of the L2 below Woodley Park, we'll be pretty much stranded on weekends ...

While I have your attention, your online survey tool is poorly designed, making it impossible to answer accurately. You ask if cancelling (for example) the 96 or G2 bus would increase or decrease the likelihood of choosing Metrobus over other travel options. There are no realistic rail options to get to Georgetown, having to take rail to Tenleytown would triple travel time, and paying for a Lyft every time I need to get to Wards 2 and 3 is unrealistic, so I answered "I don't know". Which is not accurate.

Finally, why does Metro have it in for the 96? Every time there's a financial crisis the 96 gets put on the chopping block. As a rider I know for a fact that it has a healthy ridership, not that you would know by the lack of fare payment, but eliminating the route is not the solution to that problem.

I urge you to recognize that metrobus is not just a means to get riders to a rail station. For many of us it IS our means of transportation.

Thank you for your attention.



Marc Elrich County Executive Christopher R. Conklin Director

March 5, 2024

Mr. Paul C. Smedberg, Chair Washington Metropolitan Area Transit Authority Office of the Secretary Sect 2E P. O. Box 44390 Washington, DC 20026-4390

RE: FY25 Budget

Dear Mr. Smedberg:

Montgomery County Department of Transportation (MCDOT) supports the revised FY25 Proposed Budget presented to the Washington Metropolitan Area Transit Authority (WMATA) Board of Directors on February 8, 2024. The revised budget assumes that the funding jurisdictions will increase their subsidy by \$480 million for FY25, which is above the 3% operating budget cap. With this additional subsidy contribution and increase in preventive maintenance, WMATA reports that there will not be any significant reductions in rail, bus, and MetroAccess service. For Montgomery County, all Metrobus service will continue and there will be no Metrorail turnbacks at Grosvenor and Silver Spring. The revised budget is a good interim approach for FY25, but WMATA will need to identify solutions for FY26 and beyond.

MCDOT supports the continued need for a dedicated funding source for Metro for FY26 and beyond that does not come at the expense of long-distance riders. The revised FY25 budget also proposes fare increases of at least 12.5% in FY25 and another 12.5% for FY26 to generate additional revenue, but the fare increase comes with a loss in ridership when the system is recovering from COVID. Parking rates remain unchanged to facilitate the return of long-distance ridership.

To fill operating budget shortfalls, WMATA proposes deferral of capital expenditures. Metro has emphasized capital spending on addressing the backlog of state-of-good repair projects. With overall funding shortfalls and interim budget strategies, MCDOT assumes WMATA will defer or reconsider some capital projects.

MCDOT wants to emphasize the role of Metro's transit service in providing mobility to County residents, employees, and visitors. Metro service is essential in helping the County meet

Office of the Director

101 Monroe Street, 10th Floor, Rockville, MD 20850 · 240-777-7170 · 240-777-7178 Fax www.montgomerycountymd.gov/mcdot



Mr. Paul C. Smedberg March 5, 2023 Page 2 of 2

its strategic goals as articulated in its Climate Action Plan, Vision Zero Action Plan, and Thrive Montgomery 2050. WMATA provides the essential transit backbone for the region, and MCDOT leverages this service to increase access and mobility for its Ride On bus passengers. Together, all transit serving Montgomery County and the greater region must continue to be safe, reliable, and affordable. The region must continue to work together to solve Metro's long-term funding needs.

Sincerely,

MAS

Christopher R. Conklin Director

GOVERNMENT OF THE DISTRICT OF COLUMBIA

Advisory Neighborhood Commission 3B Glover Park and Cathedral Heights



Resolution Regarding WMATA's Proposed FY25 Cuts in Bus and Metro Service

It is ANC3B's understanding that the docket WMATA has posted for the implementation of its FY25 budget is a worst-case scenario should the District, Maryland and Virginia fail to sufficiently increase their contributions to WMATA's operating budget. We have been assured that the District is prepared to allocate up to an extra \$200 million, and believe that if Maryland and Virginia deliver on their proposed increases, WMATA should be able to at least sustain service at current levels, and even perhaps improve it throughout the region.

To ensure that WMATA's budget works for the people it serves, the ANC supports the fiscal recommendations in the February 1, 2024, letter to WMATA from DC Mayor Bowser and Council Chairman Mendelson, especially the DC government's effort to revisit the WMATA funding formula. For example, there is a fundamental misunderstanding of equity, and the role of transit in our region's future in the WMATA Board's plan to raise transit fares higher than parking rates.

That said, as the representative voice for the District neighborhoods of Glover Park, Cathedral Heights and Wesley Heights, ANC3B is advocating in the strongest possible way for WMATA to better serve areas like ours that have limited or no access to Metro. To be specific, in resolving this funding crisis and moving forward to restore service where cuts were threatened, we urge WMATA to maintain and/or improve the following bus lines:

<u>D2 running through Glover Park to the Dupont Circle metro</u>. The ANC does not support the changes to this line proposed in the 2023 Better Bus initiative. This bus line as it currently runs is the one public transportation option available to the majority of residents of Glover Park, providing the only access to a Metro stop convenient to downtown, and it is essential for transportation of students from all over the city to Hardy Middle School in Burleith.

<u>30-series buses on the priority corridor of Wisconsin Avenue</u>. These buses serve the commercial corridors that line Wisconsin from Georgetown to Friendship Heights, providing downtown connectivity and service for workers as well as residents. ANC3B is supportive of the 24-hour service previously proposed for this bus line but going forward we urge WMATA to increase the frequency of service on this well-used and often crowded bus route.

<u>N-series buses that run along Massachusetts and Cathedral Avenues</u> providing access to Friendship Heights and Dupont Circle metros. These buses reach into high-density residential areas, providing essential access to convenient metro stops and commercial areas that people would only be able to reach otherwise by car.

WWW.ANC3B.ORG

3B03

W. GLOVER PARK

MELISSA LANE

3B01 N. Glover Park Kevin Lavezzo 3B02 E. Glover Park Jackie Blumenthal EMAIL: ANC3BMAIL@GMAIL.COM

3B04 Cathedral heights J. Kevin Carroll 3B05 S. Glover Park Gupi Howie 3B06 Cathedral Heights Ben Bergmann <u>Cross-city buses such as the 96</u>, which is the only option for this area to reach Woodley Park, Adams Morgan, and the U Street corridor, all popular destinations with limited parking.

The ANC refers WMATA to its May 22, 2023, letter which contains detailed comments on the changes to these routes proposed in the Better Bus Visionary Plan. In this letter, the ANC also opposes the circuitous route proposed for a new 201 line aimed at providing access to the new MacArthur High School in Palisades. Additionally, the ANC refers WMATA to the resolution on this matter passed by ANC3A, dated February 21, 2024, in which the many concerns ANC3B shares with ANC3A and other adjoining neighborhoods, are explored in greater detail.

At every turn in both its recent annual budget processes and in proposing the Better Bus Visionary Plan, WMATA has sought to cut bus lines that connect ANC3B's neighborhoods to Metro stations and downtown. This ANC and large numbers of affected residents have urged WMATA during comment periods and at other times to continue the bus service so many of us depend on, specifically the D2. Ward 3 Councilmember Matt Frumin has joined us in providing clear and strong comments on the real life impacts of potential losses in bus service: residents unable to get to work, seniors unable to get to supermarkets or doctor appointments, public school students unable to get to school. The need for reliable, accessible bus service is even more critical as the District enacts policies to discourage individual vehicle useage.

Therefore, ANC3B resolves to advise WMATA of our opposition to the radical cuts proposed as a consequence of WMATA's current fiscal crisis, and urges WMATA and the DMV to work in partnership to guarantee that our region's transportation services meet the needs of the Washington metropolitan area in a fair and equitable manner. Any plan to increase revenue should be distributed in a way that places the burden on those most able to afford it. Specifically, the ANC believes that the cost of parking at Metro facilities should rise as fast as fares, if not faster.

The ANC further stresses the need for WMATA to maintain bus service in the Glover Park, Cathedral Heights and Wesley Heights neighborhoods, specifically the D2, 30-series, N-lines, and the 96 bus, on the routes they currently run at a minimum, and even better, with increased frequency and reliability.

Commissioner Carroll or his designee is authorized to act on behalf of ANC3B on this matter. This resolution was adopted by a vote of 5-0 (1 absent) at a duly-noticed, public meeting of ANC3B on Monday, March 4, 2024, at which a quorum was present. (A quorum is 4 of the 6 member of the Commission.)

gebre Burner that

Jackie Blumenthal, Chair

Welson & Dave

Melissa Lane, Secretary

CC: Mayor Muriel Bowser Councilchairman Phil Mendelson Ward 3 Councilmember Matt Frumin



We represent the DC hub of Sunrise Movement, a national organization fighting for climate justice, social justice, and a transformation of our shared society. We are writing to oppose the 2025 WMATA budget proposal and present evidence that these fare and service changes would have dire consequences for the future of the DMV public transit system. As young residents of the DC area, we are conscious that public transportation is essential to the health, accessibility, and socio-economic well-being of our city. Public transportation is regularly used by 38.6% of DC's population,¹ and lower-income, BIPOC, and immigrant communities tend to rely on this service.² It is also a pillar of clean transit, something that DC has to commit to expanding and improving if we are to effectively address our climate crisis.³

A drastic change to our Metro system would undercut these benefits and detrimentally affect not only the riders from all the aforementioned communities, but also the Metro system as a whole. In our efforts to mobilize for sweeping climate policy action, we are dedicated to fighting for access to fair and equitable access to public transportation and organizing for WMATA to make this right a reality. We recognize that WMATA currently faces a major budget deficit but **strongly urge that WMATA does not implement these severe fare and service changes for the following reasons**:

- 1. <u>The proposed service cuts are an unsustainable environmental solution to WMATA's budget</u> <u>deficit</u>. This is the time to invest in our future, not simply react to present crises. Public transportation is the most environmentally conscious and democratic form of transportation. It is a public service, essential to the welfare of this city and its residents.
 - A. 40% of carbon pollution in DC comes from transportation, mainly due to the District's terrible car traffic. You cannot threaten public transportation without forgoing the climate goals set out in the Clean Energy Amendment Act of 2018, the Sustainable DC Program, and more.⁴

https://www.pewresearch.org/fact-tank/2016/04/07/who-relies-on-public-transit-in-the-u-s/.

¹ Sustainable DC, "Transportation,"

https://sustainable.dc.gov/transportation#:~:text=Everyone%20in%20the%20District%20relies,food%2C%20healthc are%2C%20and%20nature.

² Who Relies on Public Transit in the U.S., Pew Research Center (Apr. 7, 2016),

³ Executive Order on Tackling the Climate Crisis at Home & Abroad, Presidential Action, White House (Jan. 27, 2021),

https://www.whitehouse.gov/briefing-room/presidential-actions/2021/01/27/executive-order-on-tackling-the-climate-crisis-at-home-and-abroad/.

⁴ Rocky Kistner, "Washington, D.C. Transportation Policies Cut Pollution and Greenhouse Gases," *American Association for the Advancement of Science*, September 2019,

https://howwerespond.aaas.org/community-spotlight/washington-d-c-transportation-policies-cut-pollution-and-greent nhouse-gases/.

- B. The proposed cuts and changes in service not only pose a significant inconvenience but also increase wait times for workers, residents, and visitors needing to commute, **driving those who are able to seek other methods of transportation away. Cuts will encourage the use of personal or for-hire vehicles, which will increase carbon and air quality emissions.⁵**
- C. We must further commit to our public transportation system, not divest from it.
- 2. The proposed service cuts are an unsustainable financial solution to WMATA's budget deficit.
 - a. These changes would, in part, raise the base fare up to 25%- a change that has been shown in the past to drive riders away from otherwise beneficial public transport systems⁶. In 2021, the fare only barely constituted 25% of the overall funding for the Metro, and counterintuitively, raising the rate might actually lower the percentage of the Metro system that can be funded by the fare, as raised rates are likely to drive away riders.
 - B. Riders will also be driven away due to reductions in frequency and station closures. It is more difficult to recover from imposed closures and a reputation of unreliable and inconvenient service, which can stick around much longer than changes in demand. Again, this will lower Metro's fare revenues.
 - **c.** This is not the first time Metro is contemplating severe service cuts, demonstrating that this is a fundamentally unsustainable position. WMATA needs a long-term, sustainable funding source.
- 3. <u>These cuts will be detrimental to the DC residents who rely on the Metro</u>, but will especially impact:
 - **a.** Disabled riders, who will have dramatically reduced access to the MetroAccess program. They will be severely impacted and in some cases cut off from the broader Metro system. Reducing MetroAccess service area and hours could impact up to 9000 current customers, and could harm the "safety net" and economic opportunities that MetroAccess provides, according to WMATA's Accessibility Advisory Committee.⁷
 - b. Black, Latinx, and lower-income residents, who in some cases rely on public transport to commute to their workplaces and will be more severely impacted by the proposed fare rate increases- despite the fare contributing just a quarter of the overall funding. As of 2022, 83% of Metrobus customers were minority groups and 50% had a household income of \$30,000 or less.⁸ By removing bus lines and reducing bus service, these groups' mobility would be adversely affected. WMATA's proposed budget has not undergone a Title VI equity analysis, and it must not be implemented without such analysis.
 - **c.** Students in the District, who may have the access to their education impaired, which would have drastic consequences for their futures and mental wellbeing. DC does not

⁵ David Zipper, "How to save America's public transit systems from a doom spiral," Vox, March 27, 2023,

https://www.vox.com/future-perfect/23653855/covid-transit-fares-buses-subways-crisis.

⁶ Surmounting The Fiscal Cliff, Urban Institute (November 2023).

⁷ WMATA Accessibility Advisory Committee, Meeting (Virtual) Minus, January 2, 2024,

https://www.wmata.com/about/calendar/events/upload/AAC-Meeting-Minutes-January-2-2024-Draft-Final.pdf.

⁸ WMATA, "Title VI Equity Analysis – Service and Fare Changes FY2024 Operating Budget",

https://www.wmata.com/initiatives/budget/upload/FY24-Budget-Draft-Title-VI-Analysis-2023-04-05.pdf

provide most students with school buses, so many young people rely on public transit⁹ to get to school. This could exacerbate the truancy issues that face the District at the moment, as some students would be literally unable to access their place of education.

- **d.** People who rely on the Metro to commute to their place of work; they may be cut off from convenient or affordable access to their workplaces, making their lives and jobs exponentially more difficult.
- e. Metro workers, who would experience job cuts and wage freezes. Metro workers keep this essential service running, and it is unfair to force them to bear the burden of WMATA's fiscal woes.
- 4. <u>This proposal elicits the following safety concerns:</u>
 - **a.** Longer waits will lead to crowded trains and buses, creating a greater risk for COVID cases and making commutes uncomfortable and unsafe. This is especially problematic for elderly or immunocompromised people.
 - **b.** Moving funding away from the capital (infrastructure) budget will reduce WMATA's ability to conduct preventive maintenance. This means that there is heightened potential for malfunctions, accidents, and injury.

We urge WMATA to reconsider its proposal, as implementing such drastic fare and service changes to our public transportation system will have dire consequences for our climate, our most vulnerable residents, and for the long-term sustainability of WMATA itself. In order to secure an equitable and prosperous future for the DMV, WMATA must not move forward with the current budget proposal for FY25. We must ensure full funding for the Metro system in perpetuity, through sustainable funding sources that do not overburden the most marginalized. In the event that some changes are unavoidable for FY25, we ask WMATA to consider the impact public transit access will have on marginalized communities as the most important metric to inform service changes.

Sunrise Movement DC

⁹WAMU 88.5, American University Radio *In D.C., Kids Ride Free, But They Can't All Ride Alone. And That's A Problem.* (October 4, 2018) https://wamu.org/story/18/10/04/d-c-kids-ride-free-cant-ride-alone-thats-problem/

ALEXANDRIA TRANSIT COMPANY

Paul Smedberg, Chair WMATA Board of Directors 300 7th St SW Washington, DC 20024

March 4, 2024

Re: WMATA FY25 Budget: Consistent, Reliable, Frequent Bus and Rail Service is the Priority

Dear Chair Smedberg:

Thank you for the opportunity to provide feedback on the proposed FY2025 budget. The Board of Directors of the Alexandria Transit Company (ATC) applauds the proposed budget's delicate balance of aggressive cost saving proposals, targeted service reduction techniques, and reasonable fare increases.

The Board appreciates that the revised FY2025 proposed operating budget avoids many of the draconian cuts to Metrorail and Metrobus service and frequencies called for in the General Manager's proposed budget, including that the revisions sustain critical bus services such as the 8W to parts of Alexandria which do not have access to Metrorail. It is of the utmost importance that the WMATA budget maintains reliable service and convenient frequencies that continue to serve all riders, especially at a time when transit ridership is increasing across the region. This must remain a top priority regionwide.

The Board also understands the need to increase fares to keep pace with inflation, and the importance of installing new faregates system-wide to reduce fare evasion. Please remember that these measures to ensure all riders fairly pay their way must be in lockstep with increased use of Metro Lift and Senior reduced-fare programs to help our riders most in need.

WMATA's request for more subsidy funding from jurisdictional partners at the local level would normally cause concern, especially while accepting existing or reduced service levels. However, the FY2025 operating budget shortfall is a regional issue which requires a regional solution from all partners, and the Board has consistently championed local investment in the Metrorail and Metrobus systems during local budget deliberations.

Looking ahead, the Board urges WMATA to pay special attention to future budgets because of the absence of dedicated funding and to continue to work closely with compact partners and jurisdictions to look at alternative funding approaches. The objective should be to increase budget stability and certainty to ensure that transit continues to serve the region's transportation needs. Only with that certainty can regional residents and workers truly build their lives around alternatives to driving alone, thereby realizing congestion reduction, greenhouse gas emissions reduction, and equity for all well into the future.

Sincerely,

David Kaplan Chair, Alexandria Transit Company

cc: James Parajon, Alexandria City Manager Josh Baker, DASH General Manager





3000 Business Center Drive Alexandria, VA 22314 343 of 552





Chair Hon. Matt de Ferranti

Vice-Chair Hon. David Snyder

Secretary-Treasurer Hon. Sarah Bagley

City of Alexandria Hon. Canek Aguirre Hon. Sarah Bagley

Arlington County Hon. Matt de Ferranti Hon. Libby Garvey Hon. Takis Karantonis

Fairfax County

Hon. Walter L. Alcorn Hon. James N. Bierman, Jr. Hon. Dalia A. Palchik Hon. Daniel G. Storck Hon. James R. Walkinshaw

City of Fairfax Hon. Catherine Read

City of Falls Church Hon. David F. Snyder

Loudoun County Hon. Juli Briskman Hon. Matt Letourneau

Commonwealth of Virginia Hon. Paul C. Smedberg

Virginia General Assembly

Senate Hon. Adam Ebbin vacant

House of Delegates vacant vacant vacant

Executive Director Katherine A. Mattice March 5, 2024

Paul Smedberg Chair, Board of Directors Washington Metropolitan Area Transit Authority (WMATA) 300 7th Street, SW Washington, D.C. 20024

Re: Comments on Proposed Fiscal Year 2025 WMATA Budget (Docket B24-01 and B24-02)

Dear Chair Smedberg:

On behalf of the Northern Virginia Transportation Commission (NVTC) WMATA Committee, I write to convey our comments regarding WMATA's proposed FY 2025 Operating Budget and FY 2025-2030 Capital Improvement Program. We support WMATA's efforts in producing a revised FY 2025 proposed budget proposal that provides frequent, reliable service, includes moderate fare increases and contains \$113 million in cost savings to minimize the financial burden on funding jurisdictions. However, we are concerned that the additional subsidy amounts by Virginia, Maryland and the District of Columbia are inconsistent with traditional subsidy allocation formulae, and NVTC does not support creating a new subsidy allocation methodology this late in the budget process.

Shared Sacrifice to Fund WMATA in the Short-Term

Finding a short-term solution for the next two years requires shared sacrifice from riders, workers and our funding jurisdictions who are facing their own post-pandemic structural funding challenges, similar to what WMATA experienced over the last few years. As NVTC jurisdictions grapple with declining commercial office assessments and their own budget gaps, they are considering significant property tax increases, demonstrating our ongoing shared commitment with the Commonwealth to fund WMATA.

Focus on a Long-Term, Sustainable Funding Solution

NVTC recognizes the importance of maintaining world-class transit in Northern Virginia and remains committed to a sustainable, cost-effective WMATA system. Not only does WMATA provide access to employment centers, support regional environmental goals and enhance the quality of life of our region's residents, our Value of Northern Virginia Transit to the Commonwealth estimated that Metrorail accounts for approximately \$1 billion in statewide economic impact each year. In Virginia, funding WMATA is a joint partnership between NVTC localities and the Commonwealth. As Virginia, Maryland and the District of Columbia have made promising progress towards identifying additional funding to close the FY 2025 operating budget gap, **NVTC and the region must remain focused on a long-term, sustainable funding solution for WMATA and other transit providers in Northern Virginia**. We are pleased that WMATA may be able to avoid the draconian service cuts, station closures and layoffs outlined in the General Manager's original proposed budget in December 2023 that would have imperiled WMATA's ongoing ridership recovery and brought the region to a halt.

<u>NVTC Supports WMATA's Efforts to Strategically Reduce Service, Optimize Fares and Control Costs in</u> <u>the Revised FY 2025 Proposed Budget</u>

To make the revised FY 2025 proposed budget (introduced February 8, 2024) a reality, NVTC continues to work with partners in Virginia to rebaseline the 3% cap and seek additional state aid to help close the budget gap in FY 2025 and FY 2026. NVTC is also generally supportive of the targeted Metrorail service cuts, moderate fare increases and strengthened fare enforcement outlined in the revised FY 2025 proposed budget.

NVTC supports the strategic service reductions to Metrorail as a way to efficiently deliver frequent service for riders and better reflect current post-pandemic ridership patterns. We urge WMATA to continue to find efficiencies in where and when to deliver service while continuing to maintain and grow ridership as customers return to the system as we have seen in recent ridership growth on the Silver Line. We are eager to learn more about the Year One Redesigned Metrobus network which will reallocate existing resources to deliver more value to the region. With Metrorail fare evasion rates of 5% in Virginia, 14% in DC, and 19% in Maryland from January 1, 2023, to June 30, 2023, NVTC supports WMATA's efforts to reduce fare evasion with the installation of system-wide high-barrier faregates and increased fare enforcement. Reducing fare evasion is important to the safety and security of the WMATA system in addition to increasing fare revenues. We encourage similar attention to fare evasion on the Metrobus system.

NVTC supports the proposed 12.5% fare increase with up to 25% fare increases on late nights and weekends to adjust fares to reflect inflation and as a means to recover additional revenue while still maintaining a healthy ridership recovery. We encourage WMATA and the region to enroll eligible riders in Metro Lift, WMATA's low-income fare pass. Even as fares increase, Metro Lift will provide eligible riders in need with 50% discounted rides. The revised proposed FY 2025 budget offers fare increases that successfully balance the needs of short and long-distance riders. However, in any future fare policy decisions on Metrorail fares and parking fees, we urge WMATA to avoid overburdening long-distance riders as they have not returned to Metrorail as quickly as other riders.

We commend WMATA for identifying **\$113 million in FY 2025 capital and operating budget cost savings measures** to complement the \$308 million in cumulative operating budget cost savings between FY 2018 and FY 2024. WMATA must continue to identify administrative and operating efficiencies and mechanisms to control costs across all modes and to also identify efficiencies in its capital program. NVTC supports the FY 2025-2030 Capital Improvement Program's (CIP) focus on addressing critical state of good repair needs and supports the proposed FY 2025 preventive maintenance (PM) transfer to help fully fund the operating budget; however, **we urgently remind WMATA and the region this funding lever should not be utilized in perpetuity** since it would accelerate the exhaustion point of dedicated capital funding bond capacity and threaten longer-term state-of-good-repair and modernization needs in the capital program. Even though this exhaustion point is several years away, we recognize that the current capital program and CIP is funding constrained and **a long-term solution for capital is needed**.

Maintain the Current, Board-Approved Subsidy Allocation Formula for FY 2025

In the context of this year's budget and the short-term work we are engaged in, NVTC is concerned that the additional subsidy amounts proposed by the District of Columbia are not consistent with the traditional WMATA Board approved subsidy allocation formulae and **NVTC does not support creating a new subsidy allocation methodology this late in the budget process**.

With the pending rebaselining of the 3% operating cap, our jurisdictions expect WMATA to calculate the FY 2025 operating subsidy using the traditional subsidy allocation formulae which would provide a detailed breakdown of the subsidy by mode (Metrorail, Metrobus, and MetroAccess). NVTC localities offer a wealth of supplemental bus and paratransit services that reduce their need for Metrobus and MetroAccess services, and having an accurate accounting of their subsidy obligations to WMATA by mode is critical for them to important policy decisions around costs and service of their local systems.

NVTC looks forward to engaging with WMATA and the region to update the WMATA Board approved subsidy allocation formulae for use in future budgets. Indeed, if the region is to be successful in redesigning the Metrobus network, a new Metrobus subsidy allocation formula is fundamental to that effort.

NVTC Remains Committed to a Long-Term, Sustainable Funding Solution for Transit in Northern Virginia

While securing short-term (FY 2025) funding is critical, NVTC and the region must accelerate our collective efforts toward developing a long-term, sustainable funding solution for WMATA; in Virginia, that solution must include VRE and the other transit agencies in Northern Virginia who are also facing post-pandemic structural financial challenges. The work of NVTC's Metro Funding and Reform Working Group and the Metro Funding, Reform, and Accountability recommendations in NVTC's <u>2023 Report on the Performance and Condition of WMATA</u> provide the background, technical support and direction to find these solutions. The Virginia General Assembly is considering legislation that would create a Joint House of Delegates and Senate subcommittee to study and potentially recommend a dedicated funding package for WMATA and Northern Virginia transit agencies. This effort by the General Assembly represents a critical path towards finding those solutions. NVTC and its partner jurisdictions are committed to WMATA's success and its role as a transit leader in the region.

NVTC also encourages the Federal government to accelerate its return to office efforts while ensuring that the return is spread across the entire workweek. WMATA, VRE and our local transit systems move

the Federal workforce, and those riders are vital role to the ongoing financial health and success of transit in Northern Virginia. Please do not hesitate to contact me or NVTC Executive Director Kate Mattice if you have any questions or concerns.

Sincerely,

Walter Alcorn Chair, WMATA Committee



City of Rockville 111 Maryland Avenue Rockville, Maryland 20850-2364 www.rockvillemd.gov

> 240-314-5000 TTY 240-314-8137

MAYOR Monique Ashton

COUNCILMEMBERS Kate Fulton Barry Jackson David Myles Izola (Zola) Shaw Marissa Valeri Adam Van Grack

ACTING CITY MANAGER Craig Simoneau

CITY CLERK/DIRECTOR OF COUNCIL OPERATIONS Sara Taylor-Ferrell

> CITY ATTORNEY Robert E. Dawson

The Office of the Board Corporate Secretary, SECT 2E Washington Metropolitan Area Transit Authority P.O. Box 44390 Washington, DC 20026-4390

SUBJECT: WMATA Proposed FY 2025 Operating Budget

Dear Sir/Madam:

March 5, 2024

The City of Rockville would like to thank you for the opportunity to comment on the Washington Metropolitan Area Transit Authority (WMATA) Proposed FY 2025 Operating Budget and Associated Service and Fare Proposals. While Rockville understands the difficulties in balancing a budget, the City's Mayor and Council strongly believes that WMATA plays a very important role in the transportation network in the Washington Metropolitan area, and it is necessary to continue this role at the highest level. The City of Rockville (City) supports WMATA's efforts to continue providing adequate services that benefit the community in Rockville and surrounding neighborhoods, not just as a transit service, but also for safety, health, economics, and environmental benefits.

The City residents and visitors have already suffered from some recent cuts in service, and would appreciate if WMATA reevaluates the additional proposed cuts, which are significant and would strongly impact Rockville residents, visitors and businesses. The City would specifically like to advocate for the following:

- 1. Keep the Route T2 line between Rockville Metro and Friendship Heights. While Ride On currently provides weekend T2 service, this service is not provided during weekdays. This service would impact Rockville businesses as many of the workers depend on this service to reach their jobs. This is an important service for equity.
- 2. Keep the after-midnight service for routes C2 and C4, between Twinbrook Metro and Greenbelt Metro. This is an important service for safety and equity.
- 3. The City has concerns about decreasing Metrobus service hours by approximately 33 percent in each jurisdiction, increasing the time between trains serving across the system, turnbacks on the Red Line and Silver Line, the closure of 10 stations, and a 10 p.m. daily closing time across the system. This represents major cutbacks and will have serious implications on customers traveling to/from Rockville. Those cuts should be reevaluated, eliminated, or significantly reduced.
- 4. Having the red line trains turning back at Silver Spring will result in 15-minute headways between Shady Grove and Glenmont on weekdays and 20-minute headways on weekends and holidays. There is also a proposed reduction of 13 trains at rush hour, which represents serious impact on riders.
- 5. The City would also like to take this opportunity to request funding the improvements necessary to open the Twinbrook station tunnel 24 hours as an important safety measure.

The Office of the Board Corporate Secretary, SECT 2E March 5, 2024 Page 2

Office of the Board Secretary March 5, 2024 Page Two

Thank you for your consideration of this testimony and we hope that WMATA will reevaluate those cuts in service and will continue to provide the very important role in the transportation network in the Washington Metropolitan area.

Sincerely,

N anissa Valui a

Rockville Mayor and Council

cc: Craig L. Simoneau, Acting City Manager, City of Rockville James Woods, PE, Acting Director of Public Works, City of Rockville Emad Elshafei, PE, Chief of Traffic and Transportation, City of Rockville February 26, 2024

Tim Weiler

Tucson, AZ 85743

Thomas Graham WMATA Board of Directors Washington Metropolitan Area Transit Authority 300 7th Avenue SW Washington, DC 20024

Dear Director Graham,

Earlier this month, I started noticing that for FY 2025, WMATA may possibly have to provide service cutbacks, fare increases, layoffs, and so on as a result of an unprecedented \$750 million budget shortfall. This is of grave concern to me for, despite the fact that I reside in the State of Arizona, I follow public transit news across the country and have preferred to ride upon the Metrorail every time I visited Washington, D.C. With regard to Metrorail, what bothers me is the possibility of 10 stations closing down due to lack of funds to maintain and keep them open. As WMATA has several stations within Washington, DC, Virginia, and Maryland, I am greatly concerned that these stations may face the potential of shutting their gates for an undetermined period of time. What if these stations were permanently closed and never to open again? I admit that I somewhat shudder at the possibility of this occurring. Said stations could become eyesores and fall victim to blight which would require monitoring to see to it that there are no levels of criminal activity.

I am aware that the FY 2025 budget would take effect on July 1, 2024. I hope a solution can be found across all parties and funding entities involved that no doomsday scenario would come to pass. The people of Washington, DC, Virginia, and Maryland deserve to have a reliable transportation source in the Metrorail system and I pray that such a source will not disappear for good in the years to come.

Thank you for your time in reading this letter and all the best of luck moving forward.

Very Sincerely,

No los

Tim Weiler

Attachment I



COMMONWEALTH OF VIRGINIA

BOARD OF SUPERVISORS FAIRFAX, VIRGINIA 22035 Suite 530 12000 GOVERNMENT CENTER PARKWAY FAIRFAX, VIRGINIA 22035-0071

> TELEPHONE 703- 324-2321 FAX 703- 324-3955

> chairman@fairfaxcounty.gov

JEFFREY C. MCKAY CHAIRMAN

March 5, 2024

Paul Smedberg, Chair Washington Metropolitan Area Transit Authority Board of Directors 300 7th Street SW Washington, DC 20024

Reference: Washington Metropolitan Area Transit Authority FY 2025 Operating Budget and Associated Fare and Service Changes and FY 2025-2030 Capital Improvement Program

Dear Mr. Smedberg:

On behalf of the Fairfax County Board of Supervisors (the Board), I am writing to share our comments and concerns regarding the Washington Metropolitan Area Transit Authority's (WMATA) proposed FY 2025 Operating Budget and Associated Fare and Service Changes, as well as the FY 2025-2030 Capital Improvement Program (CIP). This letter focuses on four areas: the long-term viability of WMATA's operating and capital budgets, the need to maintain the three-percent cap on expenditures, and the FY 2025 proposed service cuts.

The Board is deeply concerned about FY 2025 and future WMATA budgets – both operating and capital. The current financial path is unsustainable, which we have known for some time. Just a few short years ago, the Commonwealth and the County made a historic commitment to fund WMATA's capital program, which would free up funding to support future operating budgets. Unfortunately, the increasing use of these funds to make debt service payments and the need to use Preventative Maintenance funds to support operating expenses, when combined with inflation, is depreciating the annual value of that contribution. Efforts to complete long deferred capital maintenance and to convert the bus fleet to zero-emissions are now at risk.

While we were addressing WMATA's capital needs, a three-percent cap on annual operating costs was adopted by the Commonwealth to ensure operating budgets grew in a responsible and predictable manner. The need for the three-percent cap is evident now more than ever, as costs are spiraling out of control. The Board asks WMATA to redouble efforts to control costs and the cap is an important tool for doing so.

WMATA staff and the WMATA Board must work even more closely with jurisdictional partners about how best to address these historic budget challenges. In addition to controlling costs, we would encourage WMATA to continue efforts to identify and secure non-fare and non-jurisdictional revenues. The region's citizens and our economic viability depend on a fully functional Metro system.

Regarding fare box revenues, the Board understands that fares and parking rates have not risen in many years and are not keeping up with inflation. The Board recommends phasing the increase to the maximum fare from \$6.00 to \$7.50 over two years to smooth the impact. Conversely, the Board encourages WMATA to re-examine maintaining the parking rate, as opposed to raising it from \$3.40 to \$5.95. The impact of raising the parking rates while simultaneously increasing the maximum fare will dissuade ridership when the system is already struggling to regain ridership as it is.

Mr. Paul Smedberg March 5, 2024 Page 2

Maintaining current levels of service while serving fewer passengers, coupled with an unprecedented budget shortfall, is unsustainable. The initial proposed FY 2025 Operating Budget, with associated fare and service changes, and the FY 2025-2030 CIP reflect this reality. However, the Board takes issue with elements of WMATA's initial budget approach to solving the budget crisis. The use of the maximum amount of Preventative Maintenance funding to support operating expenses for FY 2025 is generally not a sound strategy and should not be used more than one fiscal year. Moreover, the initial service cuts to Metrorail and Metrobus proposed in this budget are severe and not equitably dispersed.

The Fairfax County Board of Supervisors is hopeful that the WMATA compact jurisdictions are able to secure the additional funding necessary to prevent the most severe service cuts contained in the initial budget proposal. For example, WMATA simply cannot shut down 10 Metrorail Stations, many of which may be on the Silver Line. Eliminating critical transit access for commuters to Washington D.C. will only have negative consequences. Fairfax County commuters, in particular, will be severely impacted by this proposal. Fairfax County reoriented Connector bus routes to serve these new stations. Closures would force the County to re-route Connector services again, which would make trips longer and more time-consuming. Commuters may have little choice but to take their cars, which will further congest roadways and add to poor air quality. Commuters who give up on Metrorail as a viable alternative may never come back to the system.

Proposed cuts to Metrobus service are also equally problematic. Every single Metrobus route in Fairfax County will either be eliminated or reduced, according to the initial proposed budget. That is not acceptable, especially considering that Metrobus ridership is almost back to pre-pandemic levels. If Metrorail services are cut, low-income passengers, in particular, must have a transit alternative that they can fall back on. This budget proposal would be a disaster for the most vulnerable populations in our County and in the WMATA service area. Also, the Board is concerned that Fairfax County and the other outlying jurisdictions are taking the brunt of the proposed service cuts. Any proposed service cuts should be more equitably distributed among the regional partners. Furthermore, proposed service eliminations or cuts should be explained in greater detail, with justifications provided. This budget offers no such explanations or justifications, it just creates more equity issues. As the largest majority minority jurisdiction in the Commonwealth, Fairfax County's residents who are low income and people of color make up the majority of the county's Metrobus riders, consistent with WMATA rider trends regionally. Unable to afford to live near where they work, Metrobus service is essential and to ignore the needs of these riders could cause further strain as they are key contributors to the regional economy.

WMATA's proposal to reduce the service area of MetroAccess to conform to the federally prescribed area, threefourths of a mile from fixed route service or a rail station, is also a poor idea. Fairfax County, as well as other counties within the WMATA service area, has transit dependent populations that fall outside of these boundaries. They cannot simply be cut off from critical transportation to jobs, medical appointments, and other important services. On the other hand, the need for MetroAccess service hours to mirror the rest of the fixed-route system is understandable.

In summary, the Fairfax County Board of Supervisors acknowledges that WMATA is confronted with significant challenges after the last several years and is now trying to continue to rebuild ridership and restore confidence in the system. It is imperative that WMATA communicate regularly and often with jurisdictional partners, who are standing ready to work to help fix this problem, and I implore you as the general manager to be present during meetings as we work on a sustainable funding appropriations approach for years to come.

Thank you for your consideration of the Fairfax County Board's comments. We request a formal response to this letter and assurance that you and your staff will make every effort to maintain robust lines of communication throughout the adoption of the FY 2025 budget and beyond. If you have any questions, please call Brent Riddle at (571) 393-0183 or me at (703) 324-2321.

Mr. Paul Smedberg March 5, 2024 Page 3

Sincerely,

Jeffrey C. McKay Chairman

cc: Members, Fairfax County Board of Supervisors
The Honorable Tim Kaine, Senator, United States Senate
The Honorable Mark Warner, Senator, United States Senate
The Honorable Donald Beyer, Congressman, United States House of Representatives
The Honorable Gerry Connolly, Congressman, United States House of Representatives
The Honorable Jennifer Wexton, Congresswoman, United States House of Representatives
Members, Fairfax County Delegation to the Virginia General Assembly
Bryan J. Hill, County Executive
Rachel Flynn, Deputy County Executive
Gregg Steverson, Acting Director, Department of Transportation
Noelle Dominguez, Chief, Coordination and Funding Division, Department of Transportation





15901 Fred Robinson Way Bowie, Maryland 20716

March 5, 2024

Mr. Paul C. Smedberg, Chairman Office of the Board Secretary Washington Metropolitan Area Transit Authority 600 5th Street, N.W. Washington, D.C. 20001

Re: Testimony by the City of Bowie's City Council regarding the Washington Metropolitan Area Transit Authority's Proposed Fiscal Year 2025 Operating Budget and Associated Services and Fare Proposals, Docket Number B24-2

Dear Mr. Smedberg:

We are reaching out to you to express our serious concern with the recommendation in the proposed Fiscal Year 2025 budget for the Washington Metropolitan Area Transit Authority ("WMATA") to eliminate three bus routes and curtail bus route in the City of Bowie area. According to the proposed budget, WMATA plans on eliminating bus routes B21 and B22 (Bowie State University Lines), bus route B24 (Bowie-Belair Line), bus route 27 (Bowie-New Carrollton Line) and curtailing the bus route for bus line C28 (New Carrolton-Pointer Ridge).

These proposed cuts would have a detrimental effect on the residents of Bowie by leaving the City with even more limited transit options. These limited transit options would impact low-income, elderly, and disabled residents. Likewise, the elimination of the bus routes will have a profound impact on Bowie State University and its students. As a vital mode of transportation for many students, these bus routes provide crucial access to educational opportunities, employment, and essential services. Without them, students may face increased difficulties in commuting to campus, resulting in potential barriers to their academic success and overall well-being. In addition, for those students who rely on public transportation due to financial constraints or lack of personal vehicles, the elimination of these routes could further exacerbate existing challenges and inequalities.

The repercussions of these cuts cannot be overstated. They will force more residents into singleoccupancy vehicles, leading to increased traffic congestion, higher greenhouse gas emissions, and longer commutes. Such actions directly contradict the goals of your Bus Transformation Project, aimed at reducing congestion, emissions, and improving transit accessibility and efficiency. These cuts are also in opposition to the MWCOG's Transportation Planning Board's Visualize 2050 where incentives to drive less and use more public transportation are part of the goals. As a member of the MWCOG's Transportation Planning Board, it would seem that you are working against the goals instead of supporting the goals. Moreover, these routes are integral to Bowie's future transportation plans, as outlined in our collaborative efforts with the Maryland National Capital Park and Planning Commission ("MNCPPC") and Prince George's County in the Bowie Master Plan. Our vision involves an integrated transportation network encompassing roads, rail, bus transit, and trails. Eliminating these routes undermines this vision and jeopardizes the City's development goals.

The City of Bowie also encourages you to better communicate the details and effects these proposed cuts will have on the communities affected. We feel that it is important to engage the communities in issues that affect their daily lives. We request that you revise your recommendation and maintain all the proposed bus routes in the interest of our residents.

We look forward to working with you to meet our shared goal of a better transportation system for all residents and their communities.

Sincerely,

Smothy J- Al-

Bowie City Council Timothy J. Adams Mayor

CC: The Honorable Ingrid S. Watson, Prince George's County Councilmember Mr. Joe McAndrew, WMATA Board of Directors, WMATA Mr. Thomas Graham, Alternative WMATA Board of Directors Mr. Michael Goldman, Alternative WMATA Board of Directors



GEORGETOWN UNIVERSITY

March 5, 2024

Office of the Board Secretary Washington Metropolitan Area Transit Authority 300 7th Street, SW Washington, DC 20024

To Whom It May Concern:

Thank you for the opportunity to submit comments regarding the recent proposal by the Washington Metropolitan Area Transit Authority (WMATA) to eliminate several Metrobus routes that serve the Georgetown neighborhood as part of WMATA's proposed service changes for fiscal year 2025. On behalf of Georgetown University (Georgetown), I write to share our strong objection to WMATA's proposal to eliminate the existing G2 route (P Street-LeDroit Park), D2 route (Glover Park-Dupont Circle), and D6 route (Sibley Hospital-Stadium Armory).

Georgetown has been an anchor institution in the greater Washington, DC, community since 1789 and is the District's largest private employer. As a global research university with ten schools and an affiliated hospital, our historic university serves as a regional hub. Approximately 17,000 Georgetown undergraduate and graduate students take classes across multiple locations in DC. Our university is the workplace of thousands of faculty and staff in the District of Columbia and throughout the region, and thousands of visitors attend public events hosted by the university each year.

Many of Georgetown's thousands of students, faculty, and staff depend on Metrobus for their daily commutes. In an average week, Georgetown and MedStar Georgetown University Hospital generate an estimated 13,500 Metrobus trips. Because the Georgetown neighborhood does not have a Metrorail station, we are particularly dependent on Metrobus. Access to a dependable and accessible public transportation system is essential to our University community and relates directly to matters of equity, sustainability, accessibility, and quality of life.

By eliminating the G2, D2, and D6, WMATA's proposal would eliminate all current Metrobus stops that service the university's main entrance at 37th and O Streets NW, the Car Barn at Prospect and 36th Streets NW, and the university's northern entrance at 38th Street and Reservoir Road NW. Under this proposal, anyone traveling to Georgetown's campus via Metrobus would have to walk nearly half a mile from the nearest bus stop to reach campus. To move access to Metrobus service farther away from our campus – when such a ride is often just one leg of a rider's total commute – will strongly disincentivize use of public transportation, promote the use of single occupancy vehicles and rideshares, and increase parking and congestion in the neighborhoods surrounding the university. Removing the university's only

nearby access points for public transportation would also be prohibitive for individuals with disabilities or mobility restrictions and will end up further taxing WMATA's already-stressed Metro Access program.

Elimination of these stops would also severely undermine Georgetown's partnership with WMATA through the <u>Hoya Transit Program</u>. The university has invested more than half a million dollars to provide Metro passes to students over the past two years. In the last year, Georgetown students took more than 14,000 rides on the G2, D2, and D6 thanks to the convenience of these bus stops.

Eliminating the above-mentioned routes would also undermine critical transportation priorities and commitments the university has established through our <u>Campus Plan</u>, which was developed in partnership with community leaders and the DC Government. These commitments recognize our shared goals of reducing traffic, promoting sustainability, and contributing to the quality of life for our neighbors. Preserving the current routes is essential to ensuring Georgetown is able to meet the ambitious transportation goals established in our Campus Plan.

Finally, WMATA's proposed changes would also affect public transportation use as it continues to recover from the effects of the pandemic. Post-pandemic ridership of the G2 shows a clear increase in daily entries year-over-year from 2020-2024 as community members use this route to access Georgetown's campus and travel into the city. Ridership of the D2 and D6, especially during weekday service, shows growing reliance on these bus lines for commuters to the Georgetown neighborhood and beyond. All three routes are nearing their pre-pandemic levels of ridership.

WMATA has previously proposed changes to the G2 and D2/D6 lines that would have similarly impacted public transportation access to Georgetown's campus if they were enacted. For good reasons, these proposals were consistently and soundly rejected by WMATA leadership. We respectfully request that WMATA once again take steps to preserve the current service routes of the G2, D2, and D6 lines.

Thank you for your consideration.

Respectfully,

David Am

David B. Green Senior Vice President and Chief Operating Officer Co-Chair, Georgetown Community Partnership



March 5, 2024

Paul Smedberg, Chair Washington Metropolitan Area Transit Authority (WMATA) Board of Directors 300 7th Street SW Washington, D.C. 20024

Re: Proposed FY2025 Budget/City of Falls Church Public Comment

Dear Chair Smedberg:

The City of Falls Church has long supported transit and the vital benefits it provides to our region. We understand the budgetary challenges of the \$750M operating funding gap, with proposed reduction to \$480M gap, which resulted from the end of COVID-19 federal relief funds and loss of ridership. The City remains extremely concerned that the strategy to reduce the gap is one of shifting one-time funds to operating expenses, imposing severe service cuts, and expecting localities to pay for the funding gap. Therefore, the City supports WMATA's continued review of internal efficiency and detailed cost analysis for the near-term mitigation as well as advocating to the Commonwealth of Virginia for long-term dedicated funding solution. As WMATA works to reduce budget shortfalls the City notes:

- 1) Areas of Support
 - a. Right size rail and bus service levels to demand along with:
 - a. No service reductions to the East Falls Church and West Falls Church Metrorail Stations as station closures or turn-arounds are considered:
 - b. No service reductions to bus route 28A;
 - c. Preserve reliable bus service (higher frequency service and on-time) since bus service generally supports the most vulnerable and/or transit dependent riders for job access;
 - b. Implement permanent fare increases that balance ridership and revenue with fare optimization and enforcement for improved cost recovery; support enrollment in Metro Lift;
 - c. Ensuring Title VI compliance provide system-wide benefits;
 - d. Continue the critical capital program and CIP to advance goals of safety, reliability, and state of good repair;

- e. Support WMATA and the regions effort to seek additional funding from the Commonwealth of Virginia for maximum amount possible and at minimum a 50/50 split of \$65M for FY25 and \$84.5M for FY26;
- f. Support a state code temporary two-year suspension of the 3% cap requirement for FY25 and FY26 for fiscal response flexibility so WMATA is able to receive additional and needed funding above 3% level increase; 3% cap is a valuable cost containment tool that encourages innovation and operational efficiency analysis; and
- g. Support studying the long-term funding needs and cost-containment measures if the region and state come together to solve the FY25 and 26 funding gap, there will still be large deficits and structural budget problems in FY27 and beyond. It is necessary to study long-term funding needs as well as cost-containment measures.
- 2) Areas of Concern
 - a. Insufficient internal ongoing efficiencies identified to date necessitating additional analysis;
 - b. Using one-time federal funds for operating vs retaining commitment to capital reinvestment;
 - c. Assessment and renegotiation of collective bargaining agreements specifically that pension liability should be calculated on base salary only, without including overtime and bonus;
 - d. The City does not support the estimated 14% increase in the City's operating budget subsidy, which is a direct impact on City taxpayers and needs to be reduced with WMATA cost containment and Commonwealth of Virginia increased funding; and
 - e. City continues to support local revenues for the capital program remaining unchanged from the current fiscal year.

The City looks forward to working with WMATA and the other funding jurisdictions to balance needs with a sustainable level of jurisdictional support as part of the FY2025 budget process as well as long term dedicated funding solution.

Sincerely,

Letty Hardi Mayor

David Snyder Councilor

Cc: City of Falls Church Council Members
 F. Wyatt Shields, City Manager
 Cindy L. Mester, Community Relations and Legislative Affairs Director
 Kiran Bawa, Director of Finance
 Melissa Ryman, Deputy Director of Finance
 Paul Stoddard, Director of Planning
 Kerri Oddenino, Principal Planner
 Caitlin Sobsey, Capital Improvements Program Coordinator

Harry E. Wells Building • 300 Park Avenue • Falls Church, Virginia 22046 • 703-248-5001 • www.fallschurchva.gov



DC Amplified. Life Simplified.

WMATA Public Hearing FY2025 Budget Virtual Hearing Wednesday, March 5, 2024

My name is Emeka Moneme, president of the Capitol Riverfront BID. On behalf of the undersigned stakeholders in Buzzard Point, I am here to speak on the proposed service changes to Route 74 in the District of Columbia. Route 74 (Convention Center-Southwest Waterfront), which runs from downtown DC to Buzzard Point is proposed to be eliminated. I am writing to you to advocate for the retention of funding for the 74 bus line in the 2025 budget. This bus line serves as a vital lifeline for residents in our community who are not in close proximity to Metrorail lines and rely on public transportation for their daily commute to work and school.

Capitol Riverfront includes everything south of Interstate 695 in Southeast DC down to the Anacostia River between Fort McNair and South Capitol Street SE to the Phillip Sousa Bridge. This area is home to over 20,000 people, provides jobs for 36,000 people, has 7.1 million square feet of office space, 1,400 hotel rooms and 88 restaurants. It also boasts hundreds of events, 10 acres of parks and programmed space, retail, restaurants, and activities that support an outdoor and active lifestyle year-round. It offers places and experiences that people in this region and visitors seek out in the District.

Within Capitol Riverfront, Buzzard Point is a rapidly developing subarea catalyzed by the opening of Audi Field, access to the water, and proximity of the Capitol Riverfront's urban neighborhood amenities. Capitol Riverfront itself is approximately 73% built-out on our way to over 35 million square feet of new development. Currently, over 1,300 apartment and condominium units have delivered in Buzzard Point, with approximately 1,600 residential units and over 85,000 SF of restaurant/retail space under construction. Over the next 12 months, Buzzard Point will transition from emerging to an active, high density, mixed-use urban neighborhood and riverfront destination, approaching a population of nearly 5,000 residents by end of 2025.

At buildout, Buzzard Point is expected to have over 5,000 new residential units, several new hotels, new office space, additional retail, and entertainment uses, and play host to a variety of stadium activities beyond DC United home games. Buzzard Point could be home to over **7,500** new residents. However, Buzzard Point is on a peninsula and does not have great connectivity to adjacent neighborhoods and transit service.



While Audi Field and Nationals Ballpark are walkable from either the Waterfront or Navy Yard/Ballpark Metro stations for events, it is less convenient for residents and workers in Capitol Riverfront and Buzzard Point on a day-to-day basis. DC Central Kitchen is a prime example of this need.

DC Central Kitchen (DCCK) is an iconic nonprofit and social enterprise that combats hunger and poverty through job training and job creation. The organization provides hands-on culinary job training for individuals facing high barriers to employment while creating living wage jobs and bringing nutritious, dignified food where it is most needed. DCCK is located at the southernmost tip of Buzzard Point and the 74 bus provides an essential lifeline and access to work for many of its employees.

Furthermore, retaining funding for the 74 bus line aligns with WMATA's commitment to equity and accessibility. As a public transportation agency, it is crucial to ensure that all residents, regardless of their socio-economic status or geographic location, have access to reliable and affordable transportation options. Cutting funding for the 74 bus line would disproportionately impact low-income residents and exacerbate existing transportation inequalities.

It for these reasons that the Capitol Riverfront BID has historically advocated for better accessibility through transit connectivity. **We do not support the proposed elimination of WMATA Bus Route 74. It will impair the accessibility of Buzzard Point and limit the mobility of this growing residential, employee, and visitor population.** This essential bus service will allow new residents and employees, as well visitors to the soccer stadium and restaurant/retail offerings and the riverfront, a chance to arrive without a car. There is very little public parking in Buzzard Point, and none was built to support Audi Field.

We also encourage WMATA and the District of Columbia to collaborate and seek creative solutions to ensure the accessibility of the neighborhood and mobility of its residents and workers. In addition to Metrobus service, Capitol Riverfront is served by the DC Circulator's Eastern Market-L'Enfant Plaza bus line and micro-mobility service provided through the Mobility Innovation District (District MID). There may be opportunities to collaboratively and efficiently deploy resources and transit to and throughout the Capitol Riverfront.

To summarize:

- The Capitol Riverfront BID and its stakeholders are in strong opposition to the elimination of Bus 74 service into Buzzard Point.
- We admonish WMATA and DDOT to recognize the residential and commercial growth in Buzzard Point and identify solutions to the immediate and clear transit service needs of the neighborhood.

Thank you for the opportunity to testify in opposition to the proposed extension elimination of WMATA bus line 74 as part of WMATA's FY2025 Operating Budget.



Very sincerely,

Emeka Moneme Capitol Riverfront BID

Scott Moseley Steuart Investments

Drew Turner Douglas Development

ADAM Good

Adam Gooch Akridge

Yohn Milarthy

John McCarthy Berkshire Residential Investments

ElifSen

Elif Sen Cambria Hotel Washington, DC Navy Yard-Riverfront

cc:

Mayor Muriel Bowser Deputy Mayor Keith Anderson Chairman Phil Mendelson Chair Pro Tempore Kenyan McDuffie Councilmember Charles Allen WMATA Director Tracy Hadden Loh WMATA Director Valerie-Joy Santos Interim Director Sharon Kershbaum

Comments on WMATA Proposed FY2025 Budget From Ann Lane Mladinov, Commissioner, ANC3A05 2819 39th Street NW, Washington, Dc March 5, 2024

As a resident of Washington, DC, living in Cathedral Heights neighborhood, for many years I have relied on Metrobus to get to work, to meetings, to grocery stores and other shops, medical appointments, and other essential destinations that are beyond walking distance.

I have spent most of my career working on transportation, including as an Industry Analyst and Economist at the USDOT, after getting a master's in City and Regional Planning specializing in Transportation. I also have been serving my community in Glover Park-Cathedral Heights for nearly 10 years as an Advisory Neighborhood Commissioner, in ANC 3B from 2014-2022 and in ANC 3A from 2022-2024. Transportation has always been one of the major issues that my ANC has been called on to address. And every year that WMATA proposes to adjust Metrobus routes and services, residents and businesses in my neighborhood have faced significant effects, driving the ANC Commissioners to keep up with the details of budget and operating decisions and taking a position on behalf of the community and the well-being of the District residents as a whole.

This year with the dire financial challenges facing WMATA, I and my colleagues serving as Commissioners have again been raising strong concerns about the potential effects of proposals to reduce bus services used by residents, students, workers, and visitors to the areas we represent. That includes both ANC 3A and ANC 3B (which included my home until redistricting shifted the boundary in 2022). The neighborhoods I have served in ANC 3A and now in ANC 3B are highly dependent on Metrobus because the nearest Metrorail stations are a mile or more from most residents. ANC 3A and ANC 3B have both voted to take official positions to share with WMATA, expressing strong opposition to the changes contained in the Docket for the FY2025 budget and for any changes that would eliminate, significantly reduce, truncate or otherwise curtail access to Metrobus service for current and prospective riders in our community.

I am submitting these additional comments as an individual to expand on the concerns about the proposed WMATA FY 2025 budget. We all faced a somewhat similar situation in early 2020, when a much reduced budget was also proposed and the Board presented plans to the public for eliminating and/or consolidating a very large number of Metrobus routes in order to save money. At that time, I attended the forum WMATA held for ANC Commissioners and I participated in the community hearings in DC and adjoining jurisdictions to hear from all the witnesses. That was an excellent way to get a full sense of the role that Metrobus service plays in people's lives and the severe adverse consequences they were anticipating. A large number of riders and local officials worked together that year to share our concerns and WMATA listened.

When the final FY 2021 budget was presented to the Board for approval, the vast majority of Metrobus routes serving our area and across of the District had been restored. Very sadly for us all, the Board vote almost coincided with the shutdowns necessitated by COVID-19, and we almost instantly lost some of the routes that we had just successfully advocated for WMATA to preserve, and during the course of the following 3 years, we lost even more of those important services. Now the region is looking at similarly drastic proposals to curtail Metrobus services--in multiple cases, the same changes that were proposed for FY2022 when residents worked with WMATA to defeat those plans.

I recognized that times are different. Some residents who formerly rode the bus for their daily commute have never returned to working at the office, or only go to the office one or two days a week. Downtown buildings are only 40-60% occupied. Many young people chose to leave their apartments in downtown Washington and live and work outside the city. People's shopping patterns and recreation and leisure activity schedules have changed. WMATA's ridership has not returned to its pre-COVID levels, particularly on weekdays.

In the intervening years, the WMATA staff and partners also have undertaken a transformation project reflected in some of the Better Bus proposals released to date, which envision complete reconfiguration of the Metrobus system and other bus services in the region. The Better Bus "Visionary Network" and related operating plans are still in development, after an initial round of comments last summer, and WMATA has committed to sharing the revised map and near-term adjustments produced in that project. Robust Community Engagement reaching to all elements of the bus-riding public will be needed and essential for shaping those plans. That work will have to be brought into WMATA's the evaluations of further changes in Metrobus services as the new fiscal year progresses and the transportation and financial situation evolve over coming cycles.

I hope WMATA will continue to recognize the need for involving riders and the overall population in considering the future shape of our public transportation system for the region, and not take hasty action to make short-term changes that would cut off long-time riders who have relied on and sustained the system. That is why I emphasize in my comments below the importance of maintaining quality bus service to neighborhoods in the District that depend on Metrobus, and not eliminating key Metrobus routes that people use because they do not have access to Metrorail, or Metrorail does not serve the locations they need to reach.

As the staff and leadership of WMATA must know, Metrobus is the workhorse of the system, a fundamental feeder to Metrorail, and a lifeline for countless individuals and households who could not live, work, study, or continue to thrive in the Washington area without these services.

Thank you for the work that the Board and staff have done in developing a proposed budget and revised budget in this difficult year, and particularly for pursuing additional contributions from the District of Columbia, Maryland, and Virginia to support WMATA operations and capital investments in FY2025. In the face of a projected \$750 million shortfall, more funding is desperately needed to provide adequate public transit services across the region and carry out the basic mission of the Metrobus, Metrorail MetroACCESS. I hope and trust that much or all of the promised addition funding from the three jurisdictions will be delivered for FY2025, and WMATA will be able to develop a revised budget that sustains most services without harsh increases in fares for the people who need the service and can least afford to pay significantly more.

Maintaining a functional transit system is essential for the entire area, the economy, employment, education, cultural life, recreation, tourism, and the environment for the coming year and will make it possible to sustain the quality of life and the work of the government, businesses, schools, non-profits, and other institutions, as well as the regional transportation network for the longer term future. Students of government have long understood that one of the most difficult challenges is to operate regional services that span state lines. There is no constitutional provision for such entities to have taxing authority. If we could organize a "state of WMATA" and institute a dedicated tax to support transit, that would be a huge help. But that is not in the cards. We have to keep working together to find a substitute source of funds that is flexible and generous enough to meet the need.

KEY POINTS

• Metrobus routes provide vital services to dense DC neighborhoods outside practical walking distance of Metrorail.

• It is vital not to eliminate bus routes that are getting workers, students, families, and seniors to vital destinations, particularly if they would have no reasonable transit alternative.

• Commuting trips for work (or school or other purposes) often do not involve radial trips to and from downtown; other routes are needed that don't necessarily form a neat grid using arterial streets.

• Because of the region's geography as well as history, there are many neighborhoods around the edge of the District that have fairly densely populated blocks of apartments and homes that are not entirely along major corridors. They need Metrobus service too.

• To be viable for the long term, a transit system needs to offer frequent service on major corridors and regular service on feeder routes that people rely on. Without bus service, many neighborhoods could not survive and sustain their residents effectively.

• In this difficult budget year, WMATA needs to try to retain as many riders as possible in the FY2025 operating plan and in a similar vein develop a Better Bus network and preliminary action plan that will also continue to serve bus-dependent populations and neighborhoods.

• Plans for a revised Better Bus network map and Year One operating plan should get full public review and comment to ensure a high level of public understanding and feedback so the initial steps toward transforming the system will bring steady improvements without destroying important parts of the network and driving large numbers of rider to use private motor vehicles.

COMMENTS ROUTE BY ROUTE IN MY COMMUNITY

D2

The D2 is the essential route serving the interior of the Glover Park neighborhood, which occupies about a half mile square area bounded by Wisconsin Avenue on the east but not served by through routes running east and west or north and south between Cathedral Avenue and Whitehaven. The D2 takes workers to and from the Dupont Circle area to the east. The service is important for hundreds of people going to their place of employment, shopping, education, health care, museums, dining, entertainment and recreation, from Dupont Circle through upper Georgetown to Glover Park. The D2 serves Duke Ellington School of the Arts and Hardy Middle School, as well as most of the south, central, western and northern Glover Park neighborhood. It is a densely settled community of row homes and apartments both small and large, with many seniors as well as students and families. Apartments are particularly clustered long Glover Archbold Park, at the western edge of the neighborhood, and many of them do not have their own private motor vehicles, so they are heavy dependent on bus transit. As the WMATA staff has recognized themselves, there are no good public transit alternatives for people living 6 or 8 or 10 blocks from Wisconsin Avenue and Massachusetts Avenue, along streets that involve climbing up and down steep hills to reach the nearest arterials.

N2/4/6

This bus line serving constituents in my immediate ANC area also serves a large number of seniors and others living in high-rise apartments and condominiums on Cathedral Avenue as well as New Mexico Avenue, off a major arterial. The area is hilly and not all the residents can walk to Massachusetts or Wisconsin Avenue to use a bus to get to work, medical appointments, shops, restaurants, religious services, or the Iona Senior Services at Tenleytown or St. Alban's. The N bus line is an essential link for residents. If WMATA chose to remove that connection, or eliminate service on weekends (when the N6 currently is the only option, since the N2 and N4 only operate on weekdays), people would be left with no practical transit alternative. Contrary to some people's assumption, not all residents in this area are wealthy. In addition, many service workers including home aides or health aides who assist residents rely on transit to get to and from work, not just on weekdays but also on weekends.

M4

The M4 route runs from Knollwood near Rock Creek Park along the District's northern boundary with Maryland, through Tenleytown all the way to a large and highly respected private hospital now affiliated with Johns Hopkins, Sibley Hospital, located at the southern end of the Dalecarlia Parkway. If WMATA eliminated the M4 (as well as the D6, discussed below), there would be no transit service to this major center for health care services, including for workers who need to get to and from work. That would be a significant failure in the transit network.

D6

The only bus on MacArthur Boulevard in the District, serving the Palisades neighborhood as well as Foxhall Village and Reservoir Road into Georgetown. The Palisades area is developing an Increasing number of affordable apartments along MacArthur. In addition, the D6 is the only Metrobus route serving the newest DCPS public high school, MacArthur High School. Residents and several local ANCs had asked if WMATA could offer special buses to MacArthur but that has not been worked out

Special Buses Serving Deal Middle and Jackson-Reed High School

Losing these buses would be a tremendous loss for the students from east of Rock Creek Park who attend or plan to attend these high-quality schools, where out-of-boundary students make up a higher than average percentage of the student enrollment. Jackson-Reed is the largest high school in the District, and offers course work, athletics, and other activities that no other DCPS school can duplicate. Forcing the students and families to shift to another school for lack of affordable transportation would be a terrible loss. Flooding the limited number of roadways through Rock Creek Park with increased private motor vehicles to get students to and from school would also be a less than desirable alternative.

31/33

The original FY2025 budget reflected in the Docket would truncate the route of the 33, making Potomac Park/Foggy Bottom its eastern terminus rather than Federal Triangle/Archives. That would mean that the 30 line buses would no longer carry riders from upper NW to the heart of downtown, much less to Capital Hill or SW or SE. Riders who want to get to Federal Triangle or Metro Center/Gallery Place would have to transfer to Metro or a second bus. The proposed changes in bus routes 31/33, and 32 and 36 would also mean a significant loss in transit access for workers going from downtown or south of the National Mall to jobs or school in Georgetown or along Wisconsin Avenue. This would be a violation of WMATA's commitment to maintain long-standing bus connections between far SE and far NW, which the founders of WMATA had promised to continue when they took over the region's private bus lines. Jim Hamre knew this and shared the commitment with the ANC members, but he has retired, and

current planners do not appears to remember. Ending the 32 and 36 at Potomac Park was not ideal but at least there were some direct connections to the 30-line buses at Archives or in Foggy Bottom. The drastic cuts in the proposed FY 2025 budget would cut off the 32 and 36 at L'Enfant Plaza buses, leaving no logical way to connect to Wisconsin Avenue without transferring to Metrorail and then most likely another bus.

Dependence on Bus Service

Metrobuses are the primary feeder system for Metrorail.

As WMATA's reports have recognized, Metrobus is the essential transit service for neighborhoods around the District, not all of which are served by Metrorail. That is certainly the case in my area.

Ridership on Metrobus routes has returned to a higher share of pre-COVID levels, compared to Metrorail. Metrobus riders include more people of color, lower household income, and lower car ownership than Metrorail. It is clear that many people are relying on current Metrobus routes and services to get to essential destinations including work, school, shopping, medical care and other services. And riders with low and/or fixed incomes may choose to use Metrobus because the fares are more economical, the service feels safer and more personal, and in many cases they can get closer to their homes or destinations.

As the routes reach further toward the edges of the District, the neighborhoods have fewer businesses and office buildings and a larger share of residential buildings. Correspondingly, the street network includes more local residential streets and fewer arterial streets. And for the transit system to serve these outlying areas, Metrobuses have to operate on smaller streets. That may not create the ideal circumstances for transit service, but that is the reality, because of the historical development patterns in the Washington area and because of the topography.

Nature of the Geography

Washington, DC, was intentionally sited at the fall line of the Potomac River. That means the land rises up hills and rocky ridges in all directions.

That has also meant that toward the outer edges of the District, the street grid cannot always be a rectilinear grid, and it does not. There are winding streets along the contours of hills. The diagonal avenues with state names have to "kink" to match the geography.

There was a plan to build roadways down the middle of several parks in NW including Glover Archbold Park and Whitehaven Park, and add more parkways or high-speed boulevards to fill out the grid. But those roads were not built—to the benefit of the tree canopy, access to parks and recreation, and quality of life in adjoining neighborhoods.

Major bridges were built at several locations across Rock Creek Park but for the narrower valleys farther to the west, causeways were built across the stream valleys to extend Massachusetts Cathedral, and New Mexico Avenue through Glover Archbold Park.

As car ownership became more widespread, many of the areas around the park were developed as apartments, in some cases higher-rise buildings than any other nearby structures because the steep

grade of the lots allowed units to be built at the back of the properties on several floors below the ground floor entrances.

The Census shows that residential density in Glover Park and Cathedral Heights is higher than in most other neighborhoods in NW Washington west of Rock Creek Park, because of the number of apartment buildings, condominiums and row homes. That has contributed to high residential density off the main avenues such as Wisconsin Avenue.

No one can wish away the urban structure. Over time, physical development patterns can evolve and change. But all experts agree that most of the buildings now in place are going to continue to exist for decades to come; barring massive water level rise and catastrophic floods or storms or other disasters, most of the land to be developed in Washington has already been built on and the large proportion of the housing including homes and multi-family buildings that we see today will remain for decades, potentially with increased density. That is going to be the market that WMATA needs to serve.

Planners may look at the map and conclude that the bus system could operate more efficiently if it didn't have to serve all the routes now included in the WMATA map. It may well be that ridership could be higher if there were more frequent buses on arterial streets. Bus planners and decisionmakers in all three jurisdictions have to pay attention to the realities of where people live and where they need to go for work and other purposes.

I have not heard that WMATA has had new origin-destination study done. We know that not all jobs are located downtown, particularly post-pandemic. Many jobs are in suburban locations. And the work trips are no longer primarily radial. People travel in all directions to get to employment-whether east-west, north-south, or outside the jurisdiction, moving between DC and Maryland and Virginia. That is why MoveDC has emphasized improving cross-town transit services over the past 8 years, and why it continues to be essential to maintain services such as the 96, H2 and H4, D2, D6, G2, and of course the N2/4/6 which circles several key areas of NW Washington but fundamentally carries people in a northwest to southeast direction.

Over time, individuals can make different decisions about where they live and also where they work. But people are still going to be living in areas with large apartment developments. There are continually new families moving into the row homes. Residents are adding ADUs to their homes, and the apartment buildings and condominiums with 4 units are being expanded to 6 or 8 units in the neighborhood.

It won't make sense to abandon large numbers of regular riders in established neighborhoods and routes off the main corridors in order to shift the resources to priority corridors, if that means leaving most of the off-corridor riders without an acceptable transit alternative. The climate, energy and transportation policies are not compatible with driving large numbers people away from Metrobus and into using private motor vehicles because they have lost reasonable access to transit. What is the option that WMATA expects or advises where the docket calls for eliminating the Metrobus service, with a note that there is "No alternative transit," or a one-mile walk to the next nearest bus line.

If the WMATA staff has identified a bus route for elimination that would have no transit alternative, the planners should think again about including that change in the FY2025 operating plan.

And please do not propose to maintain a Metrobus route in the FY2025 budget and then come back within a few months with a Year One Better Bus plan that would to eliminate or radically reconfigure

one of our essential bus routes because it is not straight, or doesn't fit the ideal grid pattern or spacing between bus lines.

WMATA must provide a thoughtful and considered community engagement process and opportunity for public comment on a revised Better Bus network map and proposed Year One changes, as it is required to do on the budget. The Better Bus project represents a dramatic transformation in the regional bus system, which could permanently alter the services that are available to many locations in the District and beyond. The public voice must not be disregarded or ignored.

It is clear that some difficult adjustments have to be made by any public agency or service provider when needed funds are nowhere to be found. But WMATA needs to consider a full range of options for funding and for operations and investment, and weigh them carefully.

Thank you very much for your consideration.

TINO CALABIA, Chair Bus/Rail Subcommittee of the Washington Metropolitan Area Transit Authority's AAC

Board Chair Smedberg, other Board Members, GM/CEO Clarke, and staff.

Good evening, I'm Tino Calabia. I have the honor of chairing WMATA's Bus/Rail Subcommittee (B/RS) of your AAC. There are four points I wish to make:

FIRST, thank you, General Manager Clarke! In your first year, you quickly steered our transit system into the 21st Century future the Nation's Capital deserves. How? By, for example, moving WMATA out of the past by choosing to build the safer, more commodious open-gangway trains now under construction. You also tested fare gates that had only been relatively recently purchased, although they were actually a flawed, outdated model. You then had them reengineered into effective anti-fare-evasion toll gates, helping to save up to \$40 million yearly.

Such ideas were among those that some B/RS members e-mail around to each other and discussed as early as 2018 — but in vain at the time.

SECOND, emergency bailout funding. As of March 5th, the "Revised FY2025 Proposed Budget and FY2026 Forecast" chart (below) issued on February 8th by WMATA's Finance and Capital Committee is incorrect. The column, "Additional Regional Investment," shows Virginia's share of what would be funding to ease WATA's fiscal crisis as \$130 million. But, today's Washington Post page A1 story reports that Virginia's Senate budget bill "... *included no new funding for the Metro transit system.*"*

Much earlier, the *Washington Post*^{**} had already reported that Virginia Senate Pro Tempore and the Finance and Appropriations Committee Chair L. Louise Lucas:

"<u>stripped the arena language</u> — as well as Metro transit funding seen as key to the project — from the Senate's state budget bill.

In the same article, the Post reported strong opposition by unions against building a sports arena in Alexandria.

Whether Virginia's emergency funding for WMATA is restored seems dependent on 1) Senate Lucas's views and determination to get her way; and/or 2) the tug-of-war between Governor Youngkin and the District of Columbia over whether Washington DC's Capitol One Sports Arena is moved to Alexandria or remains in Washington.

THIRD: dedicated funding: The February 27th *Washington Post* headlined a front-page article: "D.C. officials unveil \$400M plan to fix D.C.'s ailing downtown."*** Minus headlines and captions, the article's text consists of 1,429 words. Only 18 allude to WMATA. But to me, the most notable are the 18 words: "... dedicated funding for the bus system and Metrorail in the face of the transit system's budget shortfall."

So thank you, Mayor Bowser, for the \$200 million you've promised to help lower the huge estimated shortfall WMATA faces and also for mentioning "dedicated funding" in the

Post. Once WMATA's current crisis is past, you and the heads of the jurisdictions of Maryland and Virginia need to negotiate and establish dedicated funding for WMATA's transit system, as other systems have to rely on.

FOURTH: During last week's three days of hearings, B/RS Members and our colleagues and leaders on the AAC's Metro Access Subcommittee described how the damages to WMATA's budget can threaten Metro Access services. As just one example: Any Metro Bus routes eliminated will cut back on the geographic scope of the areas where Metro Access vehicles now travel to pick up wheelchair users and other persons with disabilities heretofore served by those vehicles.

Please, I trust that you Board Members and top staff will take care to ensure that such cutbacks in WMATA's Metro Access services will be minimized no matter how much damage is sustained due to any WMATA budget shortfall that remains this coming July 1st.

LINKS TO THREE SOURCES

* https://www.washingtonpost.com/dc-md-va/2024/03/04/virginiaarena-youngkin-lucas-scott/?emci=874856e0-00db-ee11-85f9-002248223197&emdi=4c1fdf6c-03db-ee11-85f9-002248223197&ceid=5760338

** https://www.washingtonpost.com/dc-md-va/2024/02/22/virginiaarena-bill-lucas-

<u>senate/?utm_source=newsletter&utm_medium=email&utm_campaign</u> <u>=wp_dmv7&wpsirc=nl_dmv7&carta-</u>

<u>url=https%3A%2F%2Fs2.washingtonpost.com%2Fcar-ln-</u> <u>tr%2F3cd7672%2F65d887b7730bb41d204c3fd7%2F596a4655ae7e8a</u> 0ef33c4268%2F12%2F57%2F65d887b7730bb41d204c3fd7

*** https://www.washingtonpost.com/dc-md-va/2024/02/26/dcdowntown-action-plan-

<u>bowser/?utm_campaign=wp_afternoon_buzz&utm_medium=email&ut</u> <u>m_source=newsletter&wpisrc=nl_buzz&carta-</u>

<u>url=https%3A%2F%2Fs2.washingtonpost.com%2Fcar-In-</u> <u>tr%2F3ce0689%2F65dcfc1439f3e872ec8b3690%2F596a4655ae7e8a0</u> <u>ef33c4268%2F8%2F45%2F65dcfc1439f3e872ec8b3690</u>

Revised Testimony First Presented at WMATA headquarters, Feb. 27, 2024

HEARING TESTIMONIES

Metro Hearing #655

Dockets B24-01 and B24-02: FY2025 Proposed Operating and Capital Budgets and FY2025-2030 Capital Improvement Plan

Silver Spring Civic Building at Veterans' Plaza

Silver Spring, Maryland

February 26, 2024

1. Montgomery County Council Member Evan Glass

Good evening, Commissioner Drummer, nice to see you, nice to see, uh, our WMATA officials. And most importantly, it's nice to see everybody who's joined us this evening. I'm Evan Glass, I'm a member of the Montgomery County Council and I chair the Transportation and Environment Committee. And I know how important our Metro system is, not only to the residents of Montgomery County, but to the entire DC region.

The Metro system is one of the world's greatest public transit systems, and that requires investment and care and we need to continue providing our system with all of the efforts that it needs. Not only to get all of us around on a daily basis, to work, to school, but also to accommodate all the tourists we have from around the world.

Now, before I continue, I want to say thank you to Governor Wes Moore, who was the first statewide leader in the region to pledge Maryland support for this system, offering \$150 million, which has been matched and then some by Governor... Mayor Bowser in the District and I know that all eyes are watching across the Potomac to make sure that our friends in the Commonwealth step up as well. But this is a regional system that requires regional action and support. And I am proud to pledge Montgomery County's support and the State of Maryland's support to do what we have to do to get people moving throughout the region.

I want to provide some data points with regard to the Metro system and our sister system in Montgomery County, our RideOn system, which takes about 58,000 people around our county on the buses, many of which end up on Metrorail or even on the Metrobus itself. But, when we talk about transit, it's not only about getting to work, getting to school, and doing what everyone has to do in their daily lives, but it's also about equity. With regard to the RideOn system here, because those are the statistics I have, here in Montgomery County, the average household income is approximately \$110,000. And the people who ride on Metrobus every day, have a household income of one-third of that, \$35,000. So when we talk about public transportation, yes it is regional connectivity, but it's also about equity, making sure that people who depend on it, who don't have cars or choose to live the car-free existence, have the opportunity to get where they need to go in a, uh, fair way.

Bottom line here is that we need to make sure that our Metro system remains safe, remains frequent and remains affordable. We live in a beautifully diverse community, we have some of the highest car-free rates, not only in the region here in Montgomery County, but across the country as well. And the way that we'll maintain that and the way we'll maintain equitable policies and the way we will get to our carbon-free goals in the near future and make sure that we have a sustainable environment is to continue to support public transportation.

And I will just share with everybody who's here in the audience – it is wonderful to have you all here for this regional conversation. I welcome you to come to Rockville as well, because we will be taking up the County's budget in the coming weeks and public transportation is an important of our county budget as well. So I look forward to hearing from you in Rockville, thank you all for your service and let's continue making WMATA, Metrorail and Metrobus a world-class public transportation system. We know it is and will remain, so, thank you.

2. Michael Goldman, Chair Washington Suburban Transit Commission

Thank you Director Drummer. For the record, my name is Michael Goldman and I am Chair of the Washington Suburban Transit Commission this year. It's an honor to follow my colleague from Montgomery County, Evan Glass, in testifying before you this evening.

2

As Chair I am speaking tonight to express our strong interest in the policy issues affecting Marylanders, in WMATA's FY25 budget. Thanks to Governor Wes Moore's leadership and the leaders in the District and Virginia, there will be, as pointed out, \$450 million in additional subsidy to help solve the fiscal crisis for FY2025.

The General Manger's revised budget proposal for this '25 fiscal year, released in late January, incorporates this additional funding. In our view, the additional subsidy resolves major service reduction risks that were in the original General Manager's budget, including Red Line and Silver Line turnbacks in Maryland, cuts to Metrobus routes in Montgomery and Prince George's County. So, I'd like to thank Governor Moore and Secretary Wiedefeld' s leading position in this important funding discussion.

The additional funding, to be sure, will increase Maryland's FY25 operating subsidy to an astonishing \$638 million for the year. But, with the \$450 million in added funding, WMATA proposes to close the FY25 \$750 budget gap through very modest changes in service, fares, and fiscal policies. As a result, the FY25 budget negotiations, in our opinion, seem close to being resolved.

But, we know two ongoing areas of concern that need to be resolved. The proposed subsidy totals for each jurisdiction are not consistent with WMATA's current subsidy formula. If the District's \$200 million remains the upper limit, versus Maryland's \$150 million, total subsidies are likely to decrease by \$17 million. In addition, WMATA's assumption that all represented employees will see zero raises in FY25, is inconsistent with past negotiating history. The Commission expects that some of the assume \$38 million in labor savings will not be realized. The Commission recommends, therefore, that additional dollars needed for these items for FY25 be offset by additional Preventative Maintenance transfers instead of further service or fare changes.

Also, the WSTC recognizes that many of these fiscal challenges will affect the region again for the FY26 budget cycle as well. Specifically, we continue to oppose Metrorail turnbacks in Maryland, any station closures, MetroAccess eligibility changes, bus service reductions and fare increases for our long-distance commuters. Now, regarding the capital budget, the Commission emphasizes the need for new funding sources starting in FY29, which is when the 2018 dedicated funding bonding capacity will be exhausted. The WMATA capital budget needs to focus, in our opinion, on essential state-of-good-repair projects in light of that fiscal constraint. WMATA should consider delaying new capital projects, including the 8000-series railcars and the zero-emission bus conversion in light of that restrictions. There is clearly a need for longer-term solutions to WMATA's operating and capital budget funding needs. The Commission encourages WMATA, the State of Maryland and our regional partners to identify a solution and implement it in 2025. Thank you for your time.

3. Ben Ross

Good evening, I'm Ben Ross, I'm Chair of the Maryland Transit Opportunities Coalition, which is a statewide coalition of transit riders, transit advocates and transit workers. I'd like to say that Metro is in danger. We have a new budget that puts off the worst, the really deadly cuts that were first proposed, but it only really provides a little more than half of the money to fill the gap. And the rest of the money is provided by kicking the can down the road, and creating a problem that's coming in another year, two years, three years. And Metro is too important to do that.

Metro is the key to the Washington area's and especially Montgomery County's and Prince George's County's economic advantage. If you look where the investment is, it's at Metro stations. And we have this great opportunity coming with the Purple Line and we're very glad that MDOT has made progress in expanding MARC service. So, we have the chance to have this countywide transit network, but you have to run the service to take advantage of it. And we need to fill the whole gap. This is just not enough, the \$450 million. And you up here, this is not your doing. I know that you would love to have more money. It is the doing, at this point, of the legislature. Maryland state So. what we at Transit Opportunities Coalition and our Montgomery County affiliate, Action Committee Transit, what we are doing is urging everyone to write to their state senator and ask that... tell them that the \$150 million is not enough to get us to where we need to be. We need more money; we don't need to kick the can down the road. This is the key to the livability and the economic success of Montgomery County. So, I would urge everyone in the audience here to take this flyer and click on this QR code and sent a message to your state senators... they are the ones that have the money, not you three, and tell them to fully fund Metro. Thank you.

4. Patrick Sheehan

Thank you very much. My name is Pat Sheehan, I am the Chair of the, Metro's Accessibility Advisory Committee and I would like to focus on people with disabilities as the constituent group that we serve. We have stated three or four things that I think are critical. One is, rather than focus on the "doomsday budget" which is going to impact so many people, we want to see Metro fully funded. If the doomsday budget or fiscal cliff comes into effect, 9,000 of the 36,000 people that ride MetroAccess will lose service. These people don't have the option to get on a bike or get in their car or whatever else. MetroAccess is their safety net and there are no other options for this group.

So, I am encouraged to hear that the service area for MetroAccess, under the revised budget, will be kept. And I think that's important. These folks need to get to dialysis, they need to get to the doctor's, they need to get to grocery stores, and entertainment, and church. And you can't take that away from them. The service hour needs also to be kept so you don't have holes in the middle of your service. It is a very critical function for this group of people.

We have talked with the disability community in DC, and in Maryland and in Virginia, and they are coming out and letting folks know that for them, the transportation, Metro service, particularly MetroAccess, is something we need to keep, we need to keep intact; we need to run it with the same, in the same service area and with the same schedule as we currently have. We also understand that the multi-year budget is going to be critical and we are happy to work with members of the Board to be able to influence that as best we can.

Thank you very much for allowing me to testify and thank you for working with the disability community to support them and keep that safety net for MetroAccess. Thank you.

5. Joel Ryerson

Good evening, panel. My name is Joel Ryerson. I've been utilizing the system for 45 years, and it's the only... it's the lifeline for everybody, me and my fellow ridership members. I hope they don't cut the bus service out. They have a proposal on the C8, on the 70, I hope they don't do that. I use it to go to the University of Maryland, different meetings, my work...and I don't mind paying more, but don't cut the bus service or the train services.

The budget and the capital budget - I'm glad about the governors and the mayor of DC - hope they help you out, having that budget. Thank you, have a good evening.

6. David Owens

Good evening to you all. My name is Dave Owens, I'm a resident in Fort Washington, Maryland. So, your budget proposal, which focuses on rate hikes and service reductions and the need for a long-term dedicated revenue source is predictable, and I say it's predictable because the system currently ignores a large swath of the DMV right now. I'm a Southern Maryland resident, and as a Southern Maryland resident, it is difficult to ask me to advocate for something that, in my opinion, currently is not designed to help me.

I understand it's impossible to put Metrorail service everywhere, but according to the US Census, there are close to a half-million people currently living in Southern Maryland, and yet, there is no Metrorail service near us. Instead, each day, more than 100,000, I really should say hundreds of thousands of cars, travel along MD 210 and MD 5/301. Every day. In gridlock. It results in a lower quality of life. Now, not all of these people would use Metrorail, but some would. I would. And that new revenue source could help close some of the budget deficit gaps.

I, quite frankly, am tired of hearing about funding shortages, economic development, the love of the environment, green concepts... when you come to these meetings, and we've got a large swath of people in Southern Maryland who we don't even acknowledge and we don't have a Metro there for them. And it's their job to get on buses to get to Metro station. Leaders from multiple states and the District have long believed buses are enough in Southern Maryland. It's not true. I believe WMATA should work with the State of Maryland to build more Metrorail in Southern Maryland, along MD 210 and MD 5/301. This would increase ridership, change transportation habits, balance economic equity, and help clean up our environment. We've got enough roads, we don't need more car traffic.

Finally, I want to give, I want to give the current WMATA leadership some credit, I really do. You've inherited some difficult challenges and you haven't run from them. Your CEO is on the news all the time, and I respect him for that. But bold solutions are required here. Please, expand Metrorail into Southern Maryland, despite the current budget deficit. If it takes more taxes, do it. The money we recover in the future will help make up for it. I believe that strategy will transform the system into a valued asset for all DMV residents, and it might motivate more of us to advocate for you for a dedicated revenue plan. Thank you.

7. Rob Malone

Good evening, I'm Rob Malone. I'm the CEO for the ARC of Prince George's County. Thank you for the opportunity to speak to you tonight. Let me hold it up (the microphone), because I'm probably a little too tall.

I heard about the budget proposal last week, and just hearing about it I almost had a heart attack. If not a heart attack, I certainly had heartburn. The ARC of Prince George's County supports about 350 people with intellectual and developmental disabilities. They rely on MetroAccess, which means that we rely on MetroAccess. They can't get to our services without the support system of MetroAccess.

We're also a vendor under the Abilities Ride Program, and my understanding is that if the initial cuts would have gone through, that we would have not been able to have the resources to provide transportation, to assist those people in getting where they need to go in lieu of using MetroAccess, saving you all staff and resources.

I'm thrilled today because I didn't know... I'd heard that there was some money put on the table, but wasn't sure what it was. So, I am extremely glad. I feel better already that it is not as dire as before, but I've got to tell you just seeing it and just having a gut reaction... to just know that our region would even think about kicking people with disabilities off of significant their main mode of transportation was frightening. It really was frightening. I could not believe what I was reading. So, I want to ask that you continue to prioritize the intellectual and developmental community, or the disability community at-large.

I echo and sign on to Mr. Sheehan's comments, I think they were spot on. And thank you for your leadership and support and for allowing us to have a voice this evening. I appreciate it.

8. Paul Semelfort

Evening everyone, members of the Board. I'm Paul Semelfort, I'm a member of the Accessibility Advisory Committee and I'm speaking as an individual. As we have discussed, Pat Sheehan and other colleagues after, we need to fully fund Metro. We really need, with MetroAccess, to maintain our service area, maintain the hours of service as-is, and maintain the flat fare. For people with disabilities, this is their lifeline, in terms of transportation.

You want us to be productive citizens, of this community and DMV - we don't have the options to drive or to have cars. This is quality of life for us. It's horrifying to even hear, the... utter proposal, that we may not be picked up, possibly a quarter of us, about 9000, in front of our homes to get to where we need to go safely. The possibility we can't get to work or dialysis or be picked up from those sites, to see the proposed service area map really hits a lot of the customers in Prince George's, Montgomery and Fairfax County in terms of possible cuts to service. Please don't go there with us. We are, want to be productive citizens. I am a teacher and I want to go be a productive human being and teach and inspire children. And that is it, thank you.

9. Michelle Lindsey

Good afternoon, everybody. My name is Michelle Lindsey and I'm here representing the disability community. We didn't ask to be in this position, but we are here, and we are still competent and able to go out there to fend for ourselves, to work and so forth. We need our transportation to be able to do that. We don't want to be reliant on the government to give us any handouts or anything. We are still able to work, we want to go out and work, want to go to the supermarket, church, anywhere we want to go. MetroAccess has been a source of comfort for us, taking us to and from, door-to-door, and we would like you guys to please dig deeper in funding this system so that it can stay in place for us to be able to do our daily activities. Thank you very much.

10. Debbie Brown

I'm Debbie Brown and I live in Rockville, Maryland. And I use, I'm a blind person, I use a white cane, I use Metrobus and Metrorail. When I started using the system there was no MetroAccess, so I had to learn how to use it. So, and I am out there when it is 20-degrees and pouring down rain, I've got to go to work, and I am out there, and when some of these folks are out in their cars, I'm out there on that bus and on the rail.

So, this system, and, I filled out that survey and it says, y'know, would this or that change, change your habits, and I said, well, I don't have a choice. Unless you cut the service out completely, it's not going to change my habits, because I'm going to use it no matter what it costs and whatever, because I have to if I intend to go to work and the other places I need to go like shopping and whatever.

So, y'know, that the cuts that you do, they really can, y'know – I have friends who use MetroAccess and they said after July, I don't know what I'm going to do, I can't go to work. Well, people who don't go to work don't pay taxes, rather, y'know, it is really rather foolish to cut people's livelihood out. So, when you do this, you are affecting people, and people with disabilities, contrary to what people believe, do work, so you need to be careful about cutting services to people with disabilities. And we really would like to keep the system functioning, the services that are available to people with disabilities, y'know, keep those stop annunciators working. And, so, I would like to thank you all for hearing us tonight and please consider the people with disabilities in all the services that you perform.

11. Cheryl Cort

Thank you. My name is Cheryl Cort, I'm the policy director for the Coalition for Smarter Growth. We are leading an eighteen-group non-profit coalition and teaming with the business community to support Metro funding. We want to thank WMATA for its hard work to identify cost savings and efficiencies to reduce the \$750 million operating budget gap. We also thank the jurisdictions for proposing \$480 million in additional operating funding for FY25. This includes the \$150 million promised by Governor Moore and key state legislators. But we urge our elected leaders to do more to reduce and even close the entire gap. We all know that failure to close the entire gap will mean some service cuts, fare hikes, impact on the workforce and delays to the capital program.

Metro is critical to our region's economy, access to jobs and opportunity and functioning of our entire transportation system, and fighting climate change. Transit should be our region's top transportation funding priority and more funding should be shifted from highways to transit. The pandemic and arowth in telework could undermine our region's longstanding goals for sustainable, equitable transit-oriented future. So we strongly support the agency's commitment to all-day, frequent, reliable, safe rail and bus service and simplified fare structure as the best way to restore ridership. Frequent all-day service for bus and rail is critical for all sectors of the workforce, providing access to jobs and opportunity, saving household transportation costs, attracting the nextgeneration workforce and enhancing our economic competitiveness.

Metro is key to supporting transit-oriented communities and supporting car-free and car-lite living, reducing our greenhouse gas emissions. Without additional revenue beyond the \$480 million now proposed, Metro faces hard choices. We believe service cuts and fare hikes should be minimized to the maximum extent possible; this means living with the shift of capital funds from...to preventive maintenance and delaying some capital projects. But we hope that this shift can be limited to FY25. We are urging our region's officials to come to an agreement by December 2024 on long-term, dedicated, on a long-term, dedicated funding source solution for Metro. We should act while officials are focused on the issue and CSG would like to be a part of these discussions. Thank you.

12. Rochelle Harrod

My name is Rochelle Harrod, and normally when I come to events like this, I would normally say I'm representing Independence Now where we do peer counseling and support for people with disabilities. But today, I have to honestly say I'm representing myself as an individual also because these budget cuts will affect me personally.

I've got a little story for you. So, like everyone else, I would love to see Metro fully funded. Why? Because I'm a native Washingtonian. I've been riding Metro as a person with a disability who's a wheelchair user since I was fourteen. I've been riding MetroAccess since its inception almost 32 years ago. Independence means freedom, and so if you cut the services, you will cut our independence. And just to share a little bit of my personal story - I see that some of the bus routes I used from my childhood home that my brother now lives in are being cut. The 62, the 63 and the 64 will no longer have weekend service, which means I will no longer have access to visiting my family unless I take off and visit them during the week.

And not only that, my parents live at the cutoff point between Southern Maryland and Prince George's County, and that means since the budget cuts say that grandfathered in service will be eliminated, won't be able to see my parents neither. So I support a fully-funded Metro the way it was intended to be. And as one of our consumers, Michelle Lindsey said, we didn't ask to be this way and we fight hard and strive hard to be productive, tax-paying citizens. How dare you take that away. And no, we know you're not the ones responsible, but there should be more people with disabilities behind the table making the decisions so that these cuts aren't even put on the table. Thank you.

13. Ed Gitterman

OK folks, my name is Ed "MTA New York" Gitterman. That's right, New York. Currently in Bethesda and I regret moving down here.

First thing I feel right now is that "doomsday scenario" is just another scare tactic to get the area governments to bail WMATA out of its budget woes right now and it's like about the equivalent of going to the states and even DC crying poverty, and I think what's going to happen is, is that you're not going to get totally bailed out and you're just going to slap a Band-Aid on for this budget year as well coming up which is FY25.

As far as the area itself, I believe, and I'll try and be as quick as I can, the epicenter for public transit in this area is Washington, DC. I don't think any of the suburban areas would have transit if it was not for Washington, DC, no matter who is running the transit system. However, at the same time, I want to be careful to tell you folks that this is not exactly a transit-friendly environment, and when I start hearing about gentrifications in the big cities, including New York and DC, it worries me, because you're just going to be pushing low-income people out into areas that may be hostile to transit. And I think you better be careful what you decide to cut out, as far as bus and even rapid transit service in the suburban areas, because I don't see any time soon you really partnering up with companies like Uber, Lyft or any taxicab service, or even changing the rules for MetroAccess as an alternative.

But anyway, that's pretty much all I can say right now since I don't have a written statement. By the way, I got junkcalled by MetroAccess a couple of days ago. Thank you.

14. Elizabeth Norman

Good evening, everyone, my name is Elizabeth Norman, I am the president, CEO and CFO of me. I am representing those of us who use MetroAccess. A couple of months ago I ran into a gentleman, and he said where he's from, that there are blind people - but they don't have canes, they don't have anybody to take them anywhere. And so I said, well what happens to them? He said, they just curl up in the corner and die.

MetroAccess is very important to those of us, as has been said, to those of us who have disabilities. It's God who adds years to our life and He adds life to our years. And I think one of the tools that He's using is MetroAccess. Unless you have a disability, you don't know what it's like trying to call somebody, saying hey, can you take me to the doctor, can you take me to the grocery store, can you take me here, can you take me there. You have no idea what it's like. So MetroAccess eliminates all of that. And we can go and do things, and enjoy, in freedom, not having to rely on anyone to take us places, and I appreciate that. I think God for that - it means so much to us. It's one thing to have to deal with a disability, but then it's another not to be able to function and do those types of things that you need to do to survive. We need to go these different places.

So, I want to first thank God for the money that came in that's amazing, that's awesome. I think God that He touched those who agreed to donate the money that has already come in. And so, since God has the answer to all of life's problems, I just encourage anybody who's a believer in God to keep praying, let God show us where the money's coming from, show us how to get the rest of the money, and how to teach those who are in charge, and those who are making decisions, to incorporate statues that Metro, the whole Metro system can run perpetually without any issues whatsoever. Thank you.

15. Denise Rush

Good evening. My name is Denise Rush and I am the Vice Chair of the AAC Committee and Vice Chair for the MetroAccess service. We need dedicated funding. Overdue, long overdue. We cannot have the service area for MetroAccess change, the hours, everything, we need it to stay the same. We do not have options to get in our cars or get on the bus, we just have MetroAccess. That's why we applied for it, we need it.

We did not ask to have a disability, but we do. And we go to work, we go to church, we go to concerts, we go eat, we live, just like everybody else. We're already disabled and now you're trying to disable us, just cut us off or eliminate service. God is not pleased with that; He will not be pleased if you do that. Please consider keeping MetroAccess as it is. Thank you.

16. Ethan Ableman

Hello, this is Ethan Ableman and I'd like to comment on the proposed fare hikes. First, if there was a choice between cutting service and raising fares, I strongly support raising fares by a reasonable amount, which I generally support the proposal of 12.5% in the revised budget. But, this does not change the fact that any fare increase will hurt and the pain will not be felt equally. If you're like me, don't own a car and rely on bus and rail to get around, a flat 12.5% increase may as well be a 12.5% increase to your transportation budget. And as you know, people without cars are more likely to be low-income and have a larger portion of their budget affected. So, while I support the fare increase, I would encourage WMATA to do all it can to divert the pain from transit-dependent riders.

I offer one small proposal which has been implemented in numerous other transit agencies, which is fare capping. The system with fare capping, if you spend a certain amount in a given day, week and/or month, future trips are free. You can think of it as a replacement for the unlimited passes WMATA currently offers. If an unlimited pass would've made sense, you automatically get it. And a recent study even suggested that a monthly fare cap led to increased ridership in two U.S. cities.

I'm sure there other fare policies you could consider to lessen the burden on WMATA's most-vulnerable users, including the transit-dependent, low-income and people with disabilities. I simply want to suggest that WMATA staff try to think creatively beyond a simple flat percentage increase when considering how to raise fares equitably. Thank you for your time.

17. Sarah Harper

Good evening, Board and everyone that has been able to be here. I think that, I've been to these hearings for thirty or forty years now and Metro doesn't really listen to any of us and they still do their cuts, but it's still important for us to be here. And what I think is very important is, is that public transportation should be subsidized, it should not be set up as a profit and loss business. We need public transportation – not all of... just everyone that's here, but all of the ones that have not been able to get here that need the public transportation.

I think that there is a different way to get more money, and Metro has not chose to do that. And that is to tax the developers on their properties. Metro gets a lot of development around the Metro stations, because then it attracts customers and attracts businesses. But Metro will not do that, and that is a source of income that's left on the table.

Cutting bus and rail will impact thousands of riders and this will create problems for them to get to work. It'll mean a drop off of customers to the businesses that have grown up near the rail stations. And I have a sign, and I'm going to show it to you guys and then I'm going to turn it around so everyone sees it. "Metro: Tax developers, no layoffs."

18. Ancil Torres

Hello? Good evening, welcome to downtown Silver Spring, essentially my backyard. I am a blind MetroAccess rider. I've been using the system now for about twenty years. And prior to going to MetroAccess meetings I was always, y'know, puzzled about why was the system so messed up. It has gotten better - amen to that. Thanks for the work that MetroAccess staff has done, I appreciate it very much. You're probably surprised hearing this from me, but that is, my life has improved because of what MetroAccess is doing.

However, my concern, my big concern is honesty in Metro budgeting. When it comes to MetroAccess priorities, Metrorail and Metrobus priorities. The reason why I say this is that WMATA asks all the stakeholders to contribute large sums of money for MetroAccess – over \$200 million. However, about 40% of that is never spent. We in the disabled community who depend on MetroAccess are underfunded in MetroAccess. So therefore we receive lower-quality vehicles, lower quality in all kinds of things they try to do for us. And that is unacceptable, because when the money is not used at MetroAccess, where does it go? It goes back to Metro/WMATA and that money is spent on bus/rail.

I don't have a problem with money being spent on bus/rail. My issue is that, why are we being sacrificed? We are being told, being advertised to the stakeholders, "Give us more money because we have to help all the disabled people." You threaten the disabled people here, you threaten them that their services are going to be diminished and fares are going to be increased. Well, don't get me started on fares. Their fares are going to be increased so that we should come cry-, so that we come crying here, "Oh, don't, don't cut the disabled, because all of this is going to happen."

Well, the truth is, and I want my blind friends on the AAC to look into this, I want Washington Post to look into this, and I would like the Government Accountability Office to look into this: there is no truth in WMATA budgeting, and the disabled are being pimped to raise money for Metro. And when we get the money, what is going on with the money? It is being funneled over to bus and rail. That is not fair, it is not right, and it must be fixed. (Microphone cuts out)... from WMATA and MetroAccess. Thank you very much.

20. Lois Staves

Good evening. My name is Lois, Lois Staves. I'm a board member of Ideas Foundation, which is a 501(c)3 in the State of Maryland. We are a support group for blind and low-vision persons. We usually have about thirty, thirty-five persons on our calls every Tuesday and Thursday. Most of the people are retired, older residents of PG County. I, myself. live in Fort Washington, have been a homeowner for forty-three years.

Life didn't start this way for most of us, y'know. Glaucoma, different diseases that have taken over our lives as we've aged. We're asked to age-in-place, y'know. I love my home, I want to stay in my home. I've raised my children, my grandchildren, now I'm working on great-grandchildren. But if MetroAccess is cut, it will make it virtually impossible for me to be there.

I want to be a viable part of my community. I go out to training centers, I go out to health clubs, I, I live life. I don't want to give up life, that's very important to me. I think that keeps us alive, living life. So I ask for all consideration for MetroAccess. We don't have the opportunity to opt for a vehicle in the driveway and the parking lot, that's not an option for us. We depend on public transportation. We depend on bus/rail, we depend on MetroAccess. I appreciate your consideration.

21. Alice Lanier

Hello everyone, my name is Alice Lanier. I'm here as a resident, I live in Bowie, Maryland. I'm listening to everyone speak today and I don't know if what I have to say is appropriate for this venue, but I'm going to say it anyway.

I joined a, a telephone, telephone conversation on Monday. It was a teleconference call for WMATA, excuse me sometimes I stumble when I speak, but anyway... and they were encouraging everyone to come to this meeting; it was encouraged to come here to voice our opinions and to pose our questions and, and have our comments. Now the thing that I, I noticed, they gave a number out, the, the, not the toll-free, the (301) 352number that we're all familiar with for MetroAccess. And you were to press number seven and the five and get a summary of where the hearings are to be held and the dates. But that's all you got. You got no information about timeframes, which is important, critical. You know why? Because I had to make transportation arrangements to get here, something that was encouraged to do on that phone call. And here I am, and my bus will be here at 7:30, I made a 7:30 appointment, or pickup time, because the telephone information that you all provided did not give that information.

So, I'm bringing this up to say this: you know, it's efficiencies like this, gaps in information, because I can only make decisions for my life with, armed with all the information provided, and if you exclude information, then my options become limited. So if you end tonight at 10 o'clock, guess what, Alice Lanier left at 7:30, because that's when her car, her bus came and picked her up.

The other thing I wanted to bring to your attention, when you're giving these meetings over the phone, it's very important, I didn't get there on-time, and I'm sure there are a lot of us who don't get where we're supposed to be on-time, OK, for transportation reasons or whatever. It would be really nice for the people who are moderating these meetings, facilitating these meetings, to give housekeeping rules throughout the process. In other words, I came in at quarter after four. No one told us how to raise our hand, if you were on the call and you were blind, because no one said it. So it would nice, periodically, throughout presentations, if the moderator or facilitator, whoever is in charge, periodically tells us how we are to participate through the process.

And, you know, I said a lot and I have more to say, but I'll come to another meeting to do that. Thank you very much.

22. Amber Woods

Good evening, everyone. First, I want to say thank you to everyone who attended this very important meeting. I think all need to be informed and transparency is definitely welldeserved. I have been a Prince George's County resident, DMV area, for about all my life, forty years of it. I became disabled in 2015, so officially this has been my battle personally.

I represent, I'm a member of the Commission for Individuals with Disabilities in Prince George's County. As well, I am the president of the National Harbor Chapter, National Federation of the Blind of Maryland. I live in Prince George's County, and I see a lot of places that are rural. And a lot people who also mentioned the grandfathering out, alarms me. A lot of our buses in our rural areas are being cut all the time and threaten to be nonexistent. Therefore, a lot of us who are in the disabilities community will no longer have access.

Another issue I have noticed is that, it was mentioned and reflected by members earlier, who had mentioned about serving in their churches, serving in their communities, I know a lot of them. A lot of them are seniors who actually put in their dues, as they say. And, I think now, they should definitely live their best lives. As well as persons with disabilities, we still, even though we have not reached that golden age of seniorhood, if you will, a lot of us have a lot to contribute, as what you have mentioned, I do serve in my community, so well. And I would love to continue to do so. So please, let us work together, the DMV. Also, I'm asking out for our legislative and also looking for more creative ways, maybe even grants, federal grants that can help in rural areas to get bus services. Thank you very much.

23. Derrick Nabors

Thank you for this. Good evening, everyone. My name's Derrick Nabors, I'm a political organizer for ATU Local 689. Local 689 represents, I'm sorry, should I start from the beginning?

Good evening, all. My name's Derrick Nabors, I'm a political organizer for ATU Local 689. Local 689 represents over 15,000 transit workers and retirees across the DC metropolitan area, including many dedicated, hard-working WMATA employees, I am one. And, as we all know, our members in our region faced unprecedented challenges over the last few years. Nonetheless, transit workers have faithfully stayed on the job and kept our region afloat, even through the worst pandemic in over a century.

Since then, we have seen reduced ridership, record inflation, increases in violence and a system pushed to the physical break, with a stated deficit hundreds of millions of dollars deep. Let me be clear, finding a solution to Metro's longstanding, systemic funding problem is essential. However, the solution cannot be, must not fall on the backs of workingclass people. It cannot fall on our members, who were deemed front line heroes, additionally it cannot fall on the working Washingtonians who need reliable service to pick up their kids, to get to work, and to navigate this great city.

And definitely freezing wages for transit workers, is a short-sighted proposal in this budget. Telling your workers their pay is frozen until further notice, in the midst of a national CDL shortage and an upsurge in violence towards transit workers, is a recipe for disaster. Newer workers will go elsewhere to find jobs and guaranteed pay raises and work more safely. Older workers will retire; you'll undoubtedly be facing a shortage of drivers, mechanics, which I am one, and station managers that will translate into service cuts for the public.

On a similar note, another proposal on the table is taking \$165 million in preventive maintenance funds to cover holes in operations. This practice is dangerous. It risks lives and the security of riders, workers and the system alike.

I'd also like to say that large fare increases will also hit working and middle-class people the hardest. We need for Metro to push as hard as it can to make sure every legislator here in Maryland knows how vital the Metro, how vital it is to fund Metro without these measures. Local 689 runs a worldclass and vital public service, let's fund it accordingly.

I have given 264 months of my life to Metro, I've ridden the system since DC Transit, here's a token here. And y'know, our kids say how important it is, with the upcoming tourist season, you've got cherry blossoms, you've got the Easter season, July 4^{th} , Nats games, Caps and a Formula One race coming up this summer. So, notwithstanding the fact we have summer concerts series, which they normally keep Metro open later. (Microphone cuts out)

24. Eli Chadwick

Hello, my name is Eli Chadwick, pronouns he or they. I'd like to thank my comrades in the disability community and with Amalgamated Transit Union. I'm here today only representing myself, but I am both a person with disabilities who's not allowed to drive and a union member. I am in SEIU Local 722; we're out of Washington Hospital Center and Children's National. I'm also a student at Montgomery College.

As a member of all those groups, we need transit. We need transit that can get us places, such as to school, to work, to the grocery store, and we need a transit system that does not forget people with disabilities or forget its union workers and the raises they deserve.

For example, often times I am working on the weekends, from 7 a.m. to 7:30 p.m. and I cannot get to work. I cannot get to work because the train does not open until seven in the system designed to help morning. A transit workers. especially essential workers who cannot work from home, get to work, should allow them to get to work when they need to, including 6 a.m. shifts for our environmental services comrades, 7 a.m. for me. And the, even for example, transit turnaround on the Red Line would prevent my classmates from aetting from their homes in the District, in Montgomery County, in Prince George's County, to Rockville by Metro. And they would not be able to continue their education, they may have to drop out, continuing the cycle of poverty.

So, there are these, you can say, oh, to have this service, to have the service for my MetroAccess, my Metro transit, typical transit such as bus or rail, and to permit me to get to work, permit me to get to school, it is worth it to take funds from wherever it needs to go and put them into offering these services for people who live and work in Washington. But, we cannot forget the workers.

I had the experience of being a patient at my own hospital, our comrades in ATU are also riding their own system. They need to be able to afford to do that, afford to feed themselves, in order to maintain the system, the great system we deserve. Thank you.

25. Chris Vroome

Good evening, thank you for this opportunity to speak. For the past seven years I've been a resident of Montgomery County and for most of that time I've been a nurse working in this region's emergency departments. For the record, I'd like to remind everyone that Maryland currently endures some of the longest ER wait times in the nation.

Many other speakers at this event have spoken of the effects that these cuts would have on the disadvantaged communities. But I want to speak more broadly on the effect these cuts could have to our health care services in general. Many of our most vulnerable patients rely on the MetroAccess and Metro services in order to even get to the doctor. Many patients use the Metro service, in general, to get to the emergency room or the hospital for less-than-emergent care. Without access to these services, these patients would often, would probably have to further strain our already-strained EMS services.

Hospitals employ thousands of workers, and while it's easy to focus on the doctors and nurses, they generally earn wages that are adequate for cars, so most of them drive. I'm talking about thousands of environmental service technicians, surgical technicians, sterile technicians, janitors. These people are necessary for the hospitals to function at all and they often work odd hours and they work twenty-four hour shifts. Or they work, they work shorter shifts that revolve around the entire clock. Even, if these people cannot get to work, hospitals cannot function. Even if you are wealthy, even if you are affluential, losing the ability of many of these workers to get to these hospitals could lead to loss of services later in the night or even on the weekend. These Metro effects, these Metro cuts effect everyone, no matter where you stand.

26. Virgilia Collins

Hi, my name's Virgilia Collins and the reason why I want to keep the Metrobus and Metrorail and MetroAccess system. because, before… well, I live in Temple Hills, Maryland, which is along Branch Avenue and it's in-between three Metro subway stations and I live on five different bus lines, four of them are Metrobuses. And, before they brought the Green Line Metro where I live, I used to work at nighttime, and me and a lot of other, group of people, we had to walk from DC into Maryland, and these were people I didn't even know, and everybody just walking, because there was no subway, there was no bus to even go into DC at that time of night. So, that's one reason, so y'know, if you cut the Metrobus and the Metrorail, then I'll have to revert back to walking, y'know I walk anyway, because I don't like waiting for the bus. But I have a bad back, as you saw it was hard for me to stand up. so sometimes it's hard for me to stand up and walk, so I can't be walking everywhere like I used to when I was younger and in good health, better health, y'know, so.

And it's not just the distance, it's also the time of day, y'know. There are times where I had to catch, I caught a MetroAccess one time as late or as early as 1:30 in the morning because I went to an event, y'know, so…that's right.

And I'm just not speaking for myself, but there are other people like my sister's who's disabled. She lives in Hyattsville, Maryland, works all the way in Langley Park, Virginia, McLean, Virginia. She catches MetroAccess and I heard them talk about maybe not starting Metro, I don't know if it's MetroAccess or the buses, y'know, until eight o'clock in the morning, and she has to be there at six, so that means she won't be able to, she'll be late for work.

So, I would rather, I would prefer if you maybe not cut out the buses but maybe cut back on the time, you know how long you have to wait and cut back on some of the times, you know, twenty minutes, maybe cut it back to thirty minutes. I'd rather for you to do that than to cut it out completely. And of course some buses, they go.. I had to catch, if I had to catch a bus, if I didn't catch Metro I would have to catch, what, one bus and three Metro, two buses and two Metro trains just to get here. That's a lot of transportation, that's a lot of, you know, what you call having to transfer. So, you know, that's the reason... I can't remember everything I want to say since I didn't write it down, but that's one of the reasons why I wanted to keep, keep Metro, all three of them.

And one reason why you might be losing money is because people jumping the gates at the Metro stations, you know, so, you know, we have, we have to make up for that, so, you know, we shouldn't, we shouldn't have to, we shouldn't have to pay for what someone else is doing. Thank you.

27. Joyce Brooks

Good evening, everyone. I want to thank you for the opportunity to come to this event. But I want to say that I appreciate MetroAccess. I've been on many paratransits in differing states and I have to applaud you - anything, everything you have in life is not perfect.

But I'm going to tell a little story about myself. I had the privilege of working in the federal government for forty-two years. I started losing my sight and if it wasn't for MetroAccess, I wouldn't be able to complete my tour of having forty-two years. So I really appreciate that. As a parent, I have a son with special needs. He uses MetroAccess and that helps him with his independence.

Myself, personally, I am part of a support group with Lois Staves, Inspirational Three Support Group. We have had that group, next month's will be ten years. Our people, our blind community, depend on MetroAccess. We do not need any cuts, any shortage of buses. I am one of the ones, then been, being privy to, being grandfathered in and I love it. And then don't mess with that. And also, I would like to say, do not strip us of our independence. Do not take away our hope. If you strip us of our independence, what do we have left? Everyone has said here, we enjoy going to plays, we enjoy going out, we didn't ask for this. Please, I'm begging you, do not strip us of our independence! Do not do that! Thank you.

Metro Hearing #656

Dockets B24-01 and B24-02: FY2025 Proposed Operating and Capital Budgets and FY2025-2030 Capital Improvement Plan

Metro L'Enfant Headquarters

Washington, DC

February 27, 2024

1. Fredrica Kramer, ANC 6D07

Thank you. Good evening. I am Fredrica Kramer, Advisory Neighborhood Commissioner for ANC 6D07, and Chair of ANC 6D in Southwest Washington. I'm testifying today for 6D07 on the potential loss of the 74 bus to residents and communities, commuters in my district. My Single-Member District runs south from M Street SW to, to and through Buzzard Point, to the Anacostia River and the 74 provides the only bus service to that community.

Buzzard Point is a peninsula, squeezed between South Capitol Street, the Potomac River and the Anacostia at its southern end. It was mostly a forgotten industrial zone with a few government buildings until Audi Field was built. It's now home to the DC soccer team, DC United, 1500 new residents, another 1100 almost online and another 2000 designed. approved, and awaiting construction. That's nearly 4000 units, that's just the units, not the multiples of people who live, or who already live or will live in them, and will be at least 6000 when redevelopment of Buzzard Point is done. It may be even more if planned office spaces change to residential as developers rethink their post-pandemic landscape.

Just north of the, this massive redevelopment is Old Southwest, with three public housing complexes, many low- and moderate-income households who rely the 74 to get to shopping, work and other parts of the city. There are also

three buildings, one massive, and two with 100% affordable housing, just north of Potomac Avenue, two others are about to break ground. There may be an implicit assumption that the new residents who will make Buzzard Point their home won't need the bus - they'll have cars, they'll use Metro or their bicvcles - not so. Buzzard Point is about a mile from both the Navy Yard and Waterfront Metro stations, the bus is the way, is the way one with mobility issues, whether personal or strollers or others, can get close to transit and home both ways. Garage parking is extremely limited and expensive and street parking is typically metered twenty-four hours. The new residents are not all moneyed, which is exactly the kind of iconic demographic diversity that our Southwest Small Area Plan has triumphed, now part of the D.C Comp Plan and it aims to preserve and that we and our ANC have fought to preserve. And multiple means of public transportation is the glue that holds it all together.

Restaurants are not the, residents, residents are not the only ones who use the 74 in Buzzard Point. Over 300 construction crew typically work on a building daily; there are three going up now. Others come daily to D.C. Central Kitchen which has moved its entire headquarters, catering operation and training center to Buzzard Point. There are three new restaurants in River Pointe, 2121 Second Street, that bring workers, first construction, then staff and then patrons. Eagle Academy Public Charter School is in the Watermark at 1900 Half Street and of course thousands attend games at Audi Field.

My focus today is on the residents and daily entrants into Buzzard Point. I've not focused on the other fully half of my constituents in Carrollsburg II complexes, River Park, the Valo, St. James, Fort McNair, who may ride the 74 to points north and east. Those closer to the Metro but with, with frailty or compromised mobility find the Metro problematic and the bus and Metro drivers a willing and necessary assist to get to and, to, on and off without risk or injury.

WMATA may claim that the 74 has met with so many challenges from ongoing construction or soccer games at Audi that periodically create route changes and challenges to the

drivers; I get emails daily about missed, missed buses, and have been in an ongoing meeting with WMATA, one of the developers and construction teams to craft a viable solution to the interruptions. I thank WMATA's Bryant McClary and the team for their diligence. We think we have a solution. Their persistence in trying to find a strategy for continued service of the 74 is testament itself to their understand of the critical need for that line. I understand Councilman Allen has gotten a commitment from WMATA to continue service in this coming budget. I also understand the 74 has been and continues to be a target for elimination with each budget cycle. We've done our part, the developers have done their part, your staff has done its part to facilitate continued service and to help WMATA understand the critical importance of the line. Metrorail and bicycles are no substitute for surface bus, bus service. To repeat the 74 is the only public transit to serve this peninsula; it's time WMATA could do its part to understand its role to, and commit to making the service a reality. Thank you - I thought I rushed through it the best I could.

2. Travis R. Swanson, ANC 7B03

Good evening, esteemed members of the WMATA Board. My name is Travis Swanson. ANC Commissioner for Single-Member District 7B03 in the Randle Highlands community east of the Anacostia River. I'm also the Chair of ANC 7B's Committee on Transportation. I'm here today strona to express my opposition to the Proposed FY25 service cuts in ANC 7B. Please note my testimony reflects my perspective as the Commissioner for 7B03 as well as the Chairperson for the ANC 7B Committee on Transportation; it does not necessarily reflect that of the Commission as a whole.

I'd like to draw your attention to several critical concerns related to the proposed service changes that will have a profound impact on the daily lives of ANC 7B residents. Ending bus Routes 32 and 36 at L'Enfant Plaza rather than the Foggy Bottom Metro station or Potomac Park, would require riders to transfer to the Metrorail station, significantly increasing both their commute times and cost. This additional expense places and undue burden on residents of ANC 7B, forcing many of them to make multiple transfers to reach their final destination.

The proposed elimination of Route M6, with suggested alternates as Routes 32 and 36, leaves a substantial number of residents without service, particularly concerning a stretch of Pennsylvania Avenue between Southern Avenue and Branch Avenue, where the M6 route is the sole option for reaching the Potomac Avenue Metro station. This leaves a noticeable void in the service area for residents who live east of Branch Avenue off the Pennsylvania Avenue corridor. And, this is because they are suggesting the 32 route and 36 as an alternative, but the 32 turns onto 25th Street, the 36 turns on Branch Avenue, leaving the M6 the only one continuing east on Pennsylvania Avenue.

Ending Route V4 at the Potomac Avenue Metro station instead of continuing on to the Navy Yard station will impact residents of 7B who rely on this route to access essential service such as jobs, entertainment and medical care in the Navy Yard community. Additional routes in ANC 7B slated for elimination are Routes A31, A32, D51. S35, V4, W3 and W8, all scheduled for elimination, directly service 7B and affecting our residents' mobility and access to essential services.

I also have concerns about the fare model shift. The proposed service changes seem to signal a shift towards a system where buses would primarily transport individuals to Metrorail stations versus to their final destination. This approach raises concerns for me, especially given the fare model used in Washington, DC where trains cost more than buses, versus a model like New York City uses where buses and trains are the same price and it's a free transfer. Wards 7 and 8 currently have the lowest median household income in District as well as the lowest car ownership rates in the District and they will be disproportionately affected by these changes.

Next, I'd like to address historical assurance discrepancies. Previous assurances such as those made when Routes 30N, 30S, 34 and 39 were cut have not proven accurate. ANC 7B has experienced decreased services, longer wait times, disrupted commutes, contradicting WMATA's earlier promises. WMATA

assured us that the impact of cutting Route 39 would be minimal, emphasizing that Route M6 would seamlessly fill the gaps on Pennsylvania Avenue east of Branch Avenue. However, it's disconcerning to observe Route M6 under consideration for elimination without any viable alternatives. Similarly, when Routes 30S and 30N were cut. we were told that accessing Georgetown, Glover Park and Friendship Heights would remain easy through a smooth transfer alternative by taking Routes 32 or 36 downtown and transferring to Routes 31 or 33. However, the current proposal lacks overlap between Routes 32, 36 and Routes 31, 33 leaving our community without the promised connectivity. Furthermore, the assurance that frequencies on Route 32 and 36 would be increased to tenminute intervals after Route 34 was cut seems to hold true only where these two routes overlap, which is almost exclusively west of the Anacostia River; there is exactly one stop east of the Anacostia River that is served by both before those routes split.

Over the years, Ward 7 has been consistent, has been consistently assured that proposed changes would have minimal impact. However, the stark reality contracts, contradicts these assurances. Instead of experiencing minimal disruptions, our community has witnessed decreased services, resulting in prolonged wait times and extended commutes. Adding to the distress, alternative services implemented in response to past cuts are now at risk of elimination.

In conclusion, I strongly urge the WMATA Board to reconsider and outright reject these proposed service cuts. The residents of Wards 7 and 8, already grappling with social, socio-economical challenges, should not shoulder the burdens of these aggressive changes. It is imperative to prioritize affordable and efficient transportation options that cater to the unique needs of our community. I appreciate your attention to this matter. I do have a written copy of my testimony today for your records and welcome any questions. Thank you.

3. James Nash, ANC 3/4G03

OK, thank you for this chance to talk to you. My name is James Nash, I'm ANC Commissioner for ANC 3/4G, Single-Member District 03, and the Chair of the Emerging Transportation Committee in our ANC. I am here representing my views only, and not those of the Commission as a whole, although I think they would probably all agree with me, but...

OK. My first view is to object to the elimination of the M4 bus. We lost the E6 recently and we're still reeling from that. That happened during the pandemic and many people are still upset about that. The M4 would create a bus desert in the Barnaby Woods community particularly; that is a place with no bus service and several, probably two miles from the nearest Metro station. And I know that equity is a factor in determining what routes are to be cut, and that may hurt people in the Chevy Chase area and we are perhaps seen as over-privileged. However, I think equity should also have a geographical component, and when there is no public transportation at all, for miles, that is un- inequitable. And I want to remind you all that many people living in our area are senior citizens or disabled and are unable to drive, even, whether they can afford it or not isn't necessarily so crucial.

My second point is to protest, or, rather object to the proposed reduction in service on the Connecticut Avenue line. the L2. As many other people have said, this would require people to transfer from the bus to the Metro at Woodlev Park. And there are two problems with this: number one, the added expense and time and trouble, if you are elderly, getting off the bus and onto the Metro, especially at night, is hazardous and problematic. And number two, Metro, as I'm sure you're aware, turns west after Van Ness, and so, if you take the Metro, you're not going to end up on Connecticut Avenue anymore, you're going to end up on Wisconsin Avenue, and that's a long way from Barnaby Woods, that's a long way from where I live. So, you know, the bus goes up Connecticut, Metro, the Metrorail does not, so that is a dumb thing to do in my opinion, it's going to hurt people who live in Chevv Chase. And that's it. Thank you once again for giving me the chance to tell you what things are like in Chevy Chase.

4. Rhonda Hamilton, ANC 6D08

Good evening, everyone. My name again is Rhonda Hamilton. I represent 6D08, which includes our residents along Delaware Avenue, my Single-Member District extends all the way down to part of Buzzard Point which I share with Commissioner Kramer. She did a good job outlining the concerns for the loss of the bus. I understand that we're going to have the bus extended because of our Councilmember's efforts for another year.

I was a part of the original team of community leaders and members who worked with WMATA on introducing the 74 bus to the community, which was many years ago. It was designed to be a neighborhood-serving bus and we need that bus to be kept fully operational. We have grown tremendously since we've introduced that route, you know, we have two major stadiums. Most of the residents that I represent live in either public or subsidized housing; they're very dependent on the bus. They need the bus to get to or from school, a lot of our schoolchildren depend on the bus; it's their school bus, it's how they get to school. A lot of our seniors are aging in place, they've given up their cars. So, they need these bus routes to get to and from their medical appointments and it also continues to keep their sense of independency, because they can get to, in and out of the community.

The bus has played a vital role in our community; it has enabled us to be able to get, also to and from the Metro and different places. And one of my colleagues had mentioned that you all designed a lot of the bus routes to get to and from the Metro, however, they do need to be destinations, people want to get home. I grew up in the city and that's how we got around, we got around going on the bus. You know, I caught the Metro very later on in my life, but I was very dependent on the bus, and a lot of my constituents are. And so, my plea for you is to allow us to have this bus beyond just one year. Every year since this bus was introduced, we're always fighting to keep it. We have lost more than we have gained with all of the new growth and development; we have not received the necessary services and support to allow our community to continue to grow and thrive, and transportation, as you all know, is critical to that. In my opinion, we should be sitting down with you talking about ways that we can extend our bus service and to make it better and more improved to service the community, and not be pleading and begging and asking for it to be extended every single year. We receive very consistent service with the 74 bus and also the 52 and the P6 bus; we need those buses. But at the same time, it's very difficult for us when we come and we're faced with losing that, because we lose a lot with that. People lose their ability to get to and from the critical places that they need to get to.

And so my hope and request to you is to please extend this service, keep the Delaware Avenue loop. One of the things in the proposal is to eliminate that Delaware Avenue loop. That's where a lot of our seniors are, that's where a lot of our children are. If you eliminate that route, you take that bus away from them and they have to walk two and three blocks over, and that's a concern. Safety is critical. A lot of times the bus routes are, unfortunately, they may not be well-lit, along the route, but if you have a bus that's close to where you are and you can get over, get off and dash into your home or just walk across the street, that's a benefit. So, I'm just hoping you will continue to keep our buses for our workers. Our workers need to get to... there's a, we're a destination, so a lot of visitors come in the community and there's no place to park. But most importantly, we need to just be reassured that we can continue to get in and out of our community because none of us want to be locked into our community and a lot of us, physically, cannot walk ten and fifteen minutes to get to a Metro. And then sometimes when you get to a Metro, having to access it, to do downstairs, imagine people in walkers and wheelchairs, they're having to try to get to a Metro or being dependent on their loved ones to take them somewhere because they don't have a bus that services them.

So this, to me, is a critical issue, and we just ask that you continue to work with us and continue to have our bus, the

74, again the 52 and the P6, but most critically, this bus is needed because it's the only bus that services this end of our community, so please continue to help us to keep it, not only this year, but years to come, for the hope and the sake of the community, because we need it.

5. Mike Golash

Good evening. My name is Mike Golash, I'm a former president of Local 689, I'm speaking here tonight on behalf of Local 689. Local 689 represents 15,000 transit workers and retirees across the DC Metro area, including many dedicated and hardworking 9000 WMATA employees

a]] know, our members, and reaion faced As we our few unprecedented challenges over the last vears. Nonetheless, transit workers have faithfully stayed on the job and kept our region afloat, even though the worst pandemic in over a century occurred.

WMATA provides an essential service to the region. Its services promote development, help businesses prosper, reduce congestion and pollution, and transport hundred of thousands of workers to their jobs every day. We often characterize the payments by the local governments for this service as a subsidy; this is wrong. The payments are made for a service which adds value to the region; to provide a safe and reliable service which the region demands and Metro is striving to provide, provides, and provides cost money.

What is the most efficient way to provide additional revenue for the Authority? One proposal is to raise fares. This is will lead wrona. It to fewer riders and place а disproportionate burden on low-wage workers, particularly those that are not eligible for SNAP benefits. A better approach is first to fight for a federal operating payment. The federal government encourages workers to ride this system; the federal government should be billed for the difference in fares paid by the government workers and the true cost of the service that we provide. Second, there needs to be a tax on development and businesses that benefit from the services that Metro provides. Dr. Green at Howard, who will speak later, the Northern Virginia Transportation Con-Committee, and others, have studied the value-creation over

the years, and it amounts to billions of dollars. The local governments need to pass legislation to capture some of this value on a regular basis.

Let me be clear, finding solutions to Metro's long-standing and systemic funding problems is essential, however, the solution cannot and must not fall on the backs of workingclass people. It cannot fall on our members, who were deemed front-line heroes. Additionally, it cannot fall on the working Washingtonians, who need reliable service to pick up their kids, to get to work, and to navigate the city, this great city.

When Metro was created in 1973, the vision of the future was one of a unified transit system. That vision broke down almost immediately with the creation of RideOn. In the 1970-, 1990s, with the Regional Mobility Panel, more steps were taken to balkanize the bus system. As this was created, many inefficient and duplicate services. As we move forward with the idea of better transit systems, we need to return then to the original vision of one unified system, meeting the needs of all residents in the DMV. We live in one... there is no excuses for not improving our transit system. Thank you.

6. Jake Goodman

What you see in this bag, tonight, is a bunch of brochures that we have been passing out for the past, past few weeks, regarding the situation that is happening here tonight. The situation that has been threatening this area for quite some time with drastic \$750 million budget cuts.

My name is Jake Goodman, and I'm with the Action Committee for Transit. Part of what you're about to hear right now, is part of our, of our testimony, but then a part if that is also my own... information.

So, I'd like to remind everyone that we talk a lot about fare evasion in the Metro system, but, in reality, the biggest fare evaders, not many of them are here tonight, are the representatives of the Metro-, are the Maryland, D.C. and Virginia government. They need to pay their fair share in order to keep this system running, because we all love Metro and we want to see it thrive. What is already being offered is simply not enough. There needs to be pressure to have more of the budget be covered by them. I encourage everyone to scan the QR code – if you don't have this already, please see me after – because I encourage everyone to talk to their Virginia delegates or Virginia senators, talk to their Maryland senators, talk to their D.C. councilmembers about what is going on here, and get them to take action, legislative action. Also, because reductions, at the end of the day they are the only ones who can fix this. Reductions in service will only make things worse here. We cannot, I repeat, we cannot be closing at 10 p.m. every night, closing stations, ten stations, that is unacceptable, we cannot, should not even be closing one. And we should also be having more frequencies. Lower frequencies is unacceptable and will lead to low ridership.

We need to raise parking fares, to utilize local bus, to encourage people to utilize local buses more. We should have more local buses in operation, more bus-, instead of cutting lines, we need to have the buses running. Because what we're seeing here is just unacceptable, and the only people who can change it are in the Wilson Building, in Annapolis and Richmond, and we need to do everything in our power to change it. So, I encourage you, if you are, if you don't have this already, please talk to me after this meeting. And also, I am happy to provide the testimony I have provided here in an email if anyone needs it. Thank you, everyone. And, also, vote for me for state delegate in 2026, from Maryland.

7. Mike Litt

Hi, my name is Mike Litt. I am a car-free Metro rider and the Chair of the Sierra Club D.C. Chapter Sustainable Transportation Committee. I'll walk through the main points of our more-detailed comments, starting with Metro's budget shortfall.

Metro is critical to having a climate-smart transportation system here in the DMV. Metro must be fully funded; as a priority, it should be. The proposed budget would instead gut our transit system. We appreciate the revisions you have made in light of commitments so far from Maryland, D.C. and Virginia. However, there would still be some service cuts and hundreds of millions of dollars in annual transfers from the operations budget to the capital budget which would cut into critical infrastructure projects to ensure Metro's safety, reliability and sustainability. So, we urge regional leaders to shift funding away from highway expansion to fully fund the remaining gap in Metro's budget.

Sierra Club is part of the "Fund Metro Coalition," which has also called for solving the lack of adequate, long-term and dedicated funding, once and for all, by the end of this year.

I'll note one line item - we ask that Metro reconsider replacing cloth seats with vinyl seats, as vinyl has been reported to release elevated levels of vinyl chloride, a known carcinogen.

On to service improvements. We applaud Metro and its staff for tremendous service improvements in the past year that have helped increase ridership more than 30%. To expand it even more, we support expanded weekend Metrorail hours and also encourage Metro to work towards systemwide highfrequency service, defined by Move DC as at least every five minutes for rail and at least every ten minutes for buses.

On to safety. We are concerned that customer assaults in Q1 FY24 more than doubled compared to the same period in FY23, and that bus customer injuries spiked in September, double the normal occurrence in a month. The final budget should note all projects that are expected to help meet the, meet different safety targets.

On to electrification. We applaud Metro's progress in the past year toward transitioning to a zero-emission bus fleet, which it should not delay. We appreciate that Metro has committed to continuing modernization of the Bladensburg and Cinder Bed bus garages and opening the Northern Bus Garage as Metro's first all-electric bus facility. As a Sierra Club report shows, there would be a savings of at least \$350 million over a fifteen-year time period if 50% of Metro's fleet were electric. And finally, we'd like to know the timeline for the release of Metro's Sustainability Action Plan and decarbonization strategy, and the progress that's been made towards sustainability targets in Metro's Strategic Transformation Plan. Thank you.

8. Bryson Kloesel

Members of the Board, I stand before you today deeply concerned about the proposed budget adjustments for Fiscal Year 2025. The \$750 million budget deficit facing WMATA demands decisive action, but the current strategy, marked by severe service cuts, fare hikes, and the reallocation of capital funds threatens the fabric of the transit system and the community it serves. Specifically, the proposed service reductions impacting Foggy Bottom, a vital hub for students, health care workers and government employees are particularly alarming. The area, serving as a link to George Washington University hospitals and numerous federal agencies relies heavily on consistent and efficient public transit. The reduction of routes here are not, not only hinders the daily commutes of thousands, but also affects the broader economic and social fabric of the community.

The proposed 25% fare increase and 20% parking rate hike, while financially justifiable on paper, neglect the broader implications on accessibility and affordability of public transit. The introduction of Metro Lift in 2023 was commendable and, was a commendable step in supporting lowincome residents, yet the significant fare increases will inevitably erode the progress, making it harder for many to access essential services and opportunities.

I urge the Board to consider alternative solutions that balance fiscal responsibility with the preservation of services. includes additional essential This revenue services, additional revenue sources, enhancing efficiency without compromising service quality, and advocating for increased support from federal, state, and local governments. The choices we make today will define the path of public transit in our region. Let us choose the path that upholds our commitments to providing safe, reliable and accessible transportation for all. Thank you.

9. Rodney Green

Good evening. I'm Rodney Green, I'm a professor of economics at Howard University, and happy to be here to talk to you about Metro. I wrote a book about Metro, about its, about the development possibilities for its subway stations, back about thirty years ago, and I've also conducted a study more recently about the need for a windfall value-added tax on land near Metrorail stations, in order to finance, in order to finance Metro.

\$750 million, you know, that's just a little bit more than Donald Trump has to pay, right? But you know, we have a lot of Donald Trumps right here in Washington, D.C. We have billionaires in this town, and they can pay. Now, I don't know if we're able to make that happen, but I think we should bear in mind that this is a serious problem facing the entire city. I have a copy of the study if anybody would like to see it. OK, well, I can send it around, too – and it's just a, a small pilot project we did some time ago.

Now the question is who should pay for this \$750 million as well as for the dedicated funding of Metro? Well, I think that the people who benefit the most from it – those are the rich people, those are the developers, those are the sports teams owners, that makes millions and millions of dollars, practically every week, from Metro's access availability. But the reality is that we live in a vastly unequal society. We have a society where the burden of financing most government activity comes down on those least able to pay, the working class, especially Black and Latin workers, and it also, also the disabled and those who are facing all kinds of other problems with their mobility. Metro workers are part of that, are a key part of that working class, as well as the workers who ride the buses every day to get to work, and, or take the subway. These are the very people who've been hit the hardest by the recent economic crisis, the 9% inflation that we had recently and so on.

Yet in this capitalist society that we live in, it's the rich that hold the political power. And they won't give up a dime without a fight. Again, take a look at Donald Trump. What this means is that it's going to be a fight. And that means that you, the Board, as representing the Board, should take that fight to the various jurisdictions to insist that they figure out a way to make the rich pay. If you don't do that, then I think other side of it is, that the working class will respond itself, in fact there should be more resistance to any kinds of attacks on them. We see resistance as rising; strikes in Loudoun County, Fairfax County, the Circulator and MetroAccess are a mere taste of things to come, as a new 689 contract comes up this summer. Don't attack 689, don't attack the workers by abolishing routes. And the main thing is…if you sow the wind, you will reap the wheel, whirl-, whirlwind. I had a great ending there. Thank you.

10. Thomas Mangrum

O.K. I'm Thomas Mangrum, Access Chair of Project Action and I serve on the WMATA advisory board. I'm here to talk about the buses and MetroAccess.

With MetroAccess, for the services y'all have going out into Maryland and the buses stop running early out there, for the buses that going to be still running. Don't assume that people with physical disabilities just work during the day. So you got some people that got subscription trips, that work at night, get off of work late at night, when the buses done stop running, because now, with the budget, when the buses stop running, that's when MetroAccess will stop running. So, if they stop running in some places at six, or seven o'clock, that's when MetroAccess stop running. So, you need to let people know, that have subscription trips now, that they might need to talk to their boss so they could adjust their working time. Because when you have a disability, it's hard to hold onto a job or what have you. Because like, the least little thing can take your job away, the weather, snow. People get fired because they can't get to work in the snow.

So, and then with Metro and then with the bus routes they is going to cut, make sure you have something covering, covering them signs, because you still want to have the Metro sign there, although the bus is not going to be running there, because you don't want people waiting outside for a bus that's not going to show up, you see. So, make sure you have something like that set up. And also, for the subway stations, any changes y'all going to do, make sure the security knows about that. Because especially for those of us that deal, that, have used mobility equipment, like myself, experience a station, L'Enfant, where security didn't know where I could go to get out, or what have you, so sent me to a side where you can't use it, but it had a gate for wheelchairs, but it was going nowhere, or what have you, so security, Metro security didn't even know. And then you've got signage leading people to the wrong area, what have you. So, make sure y'all, straighten out that, also, because when you got people with mobility equipment, (inaudible) our chairs don't run forever, people can't walk forever, so they need to know what is the quickest way to get out. So please let people know about these things. Thank you.

11. Judith Farley

My name, my name is Judith Farley. I live in Southwest and belong to the Waterfront Village, a neighborhood organization which supports residents, age sixty and older, who live in Southwest and Navy Yard. I am testifying tonight to stress that Metrobus Routes 74, P6 and 52 are lifelines for our Southwesters, many of whom have no cars. These routes must stay in operation.

Statistical analysis and anecdotal evidence demonstrate the dangers of isolation to this aging demographic. Our residents, especially those in Old Southwest and Buzzard Point, use the 74 regularly for medical and dental appointments, the MLK Library, Smithsonian museums, the National Archives, convention center, restaurants along 7th Street NW and Chinatown, to shepherd grandchildren to and from school, and even to WMATA hearings.

The 74 stops at our village office, Arena Stage, Nats Park, Safeway, St. Matthew Lutheran, St. Augustine Episcopal, Westminster Presbyterian, Christ United Methodist, St. Vincent de Paul Catholic churches and the Buddhist meditation center. So, you can see, even God wants you to keep these buses running.

P6 is the only bus that goes along M Street to 11th Street, SE, to Harris Teeter, Trader Joe's, Eastern Market. It goes to the Mall, Botanic Gardens, the main library, the E Street Theater, Ford's Theater, Macy's, Bloomingdale Farmers' Market and connects us with all four quadrants in the city.

The 52 starts at L'Enfant Plaza, goes along 14th Street and to the Wharf with its many workers. If we lose the Circulator,

we will be without public transportation on M Street except for rail, which is unfriendly to people with mobility issues. Southwest residents use buses instead of Waterfront Metro because the buses easily accommodate wheelchairs, walkers, baby strollers, because the bus drivers wait until older people are seated before driving off, they secure wheelchairs and lower ramps for people who need that help. Metrorail cannot provide these services. When station elevators are out of order, using the escalators with walkers and strollers can be dangerous; platforms and cars are often crowded and difficult. Thank you.

12. Sandra Neuzil

O.K. Thank you for this second opportunity to speak tonight. I am Sandra Neuzil, although I am on the Metro Accessibility Advisory Committee, I speak tonight as an individual person who is legally blind, who relies on MetroAccess, Metrorail and Metrobus. I'm asking WMATA, within the ultimate constraints of the 2025 budget, to maintain as much geographic coverage and hours of service for Metrobus, Metrorail, as possible, so that the geographic area and hours of service of MetroAccess are maintained to the maximum extent possible.

I rely on Metro to visit locations in Maryland, D.C. and Virginia, where I work part-time and volunteer as an advocate for people who have low vision and blindness. Like I said, I am legally blind, and Metro access is important to me. Some destinations are new to me, and some I go to more than once. I rely on MetroAccess to get to new and unfamiliar locations and to go after dark. Once I am familiar with a location, I will gladly use fixed-route Metro service, which gives me more flexibility and saves Metro a lot of money.

If WMATA is forced to make rail and bus service slightly less frequent, or make trains shorter, or increase fares slightly, that could be more palatable if WMATA continues fixed-route services in as wide a geographic area seven days a week, and as many hours of the day as is fiscally possible, and thus maintain full Metro and MetroAccess services that all riders depend on to be fully-engaged citizens who can go to and from medical appointments and work and contribute to this vibrant DMV community. Thank you.

13. Tino Calabia

Good evening. When I prepared my testimony, I thought maybe Mr. Smedberg and also Randy Clarke would be here, so my prepared testimony addresses them, so I'll pretend like they're here.

One of the things I wanted to do is to thank Randy Clarke for bringing us into the 21st Century, be deciding to construct, by deciding to construct open gangway trains, they're safer and they're more commodious. He also did something about the fare evasion problem, and I thank him for that. He came in and there were new fare evasion, faregates and, but they were obsolete and they didn't do the work, so he had to go and reexamine and make a prototype and then he has set up new, better faregate things.

My second point is regarding funding. Today's Washington Post headlined a front page article, "D.C. Officials Unveil \$400 Million Plan to Fix D.C.'s Ailing Downtown." That's a quote from the first page of today's Post. Minus headlines and captions, the text consists of 1,429 words. Only eighteen allude to WMATA, but to me the most notable are the eighteen words, "Dedicated funding for the bus system and Metrorail in the face of the transit system's shortfall." I second that. So, thank you, Mayor Bowser, first of all for the \$200 million to help lower the huge estimated shortfall that WMATA faces, and also for mentioning dedicated funding.

But wait, unfortunately, WMATA Finance Committee's February 8th document was followed up ten days later by a Richmond Times-Dispatch article saying, "The Virginia State House budget includes \$149.5 million for the Metro transit system, something Youngkin's (that is Governor Youngkin's) budget and the Senate versions do not include." Several days later, the Washington Post added that State Senator, Finance and Appropriations Commissioner Lucas blocked additional... well my time is up, but you get the point. Oh, I'm sorry... has blocked the money for, the, the money needed to help make up for our shortfall. So we've got to do something about that, or you can put it half-mast, the Virginia flag that's over there.

13. Sam-Allison Jensen

Hi, my name is Sam-Allison Jensen. I'm going to start off by saying thank you to all of our Board members and transit executives who have worked endlessly around the clock to improve my Metro over the last year and who continue to fight for funding. It means a lot to me. Metro means a lot to me.

I live right here in our Nation's Capital, and I rely on Metrorail more than anything else to carry me throughout all three regions – Maryland, Washington, D.C. and Virginia – whether it's for leisure or work. Sometimes I'm required to travel in and out of each region to participate in various work projects that can end as late as ten p.m., when Metro would be scheduled to close.

Although I heavily rely on Metrorail, I'm starting to get more rider experience on our Metrobus system. If we face the dreaded consequences of the budget deficit, neither would be as reliable for me as they are today.

I understand that we have to take necessary actions to help generate revenue, such as a fare increase, which I, personally, have no issue with, since I'm willing to do whatever to support and contribute to keeping my Metro afloat.

And correct me if I'm wrong on this topic, but I also read in the budget docket that Metro will be shifting capital cover operating expenses. meaning that could funds to v[dizzog maintenance project, which postpone sounds concerning to me. I think I can speak for everyone when I say we deserve a safe and reliable system. Metro has undergone a complete 360 under General Manger and CEO Randy Clarke's leadership last year, to the point where standing on the bus stop and platform feels like a new era, a breath of fresh air, if you will. If we face the consequences of this budget deficit beginning this summer, it won't feel this way. with a significant decrease in frequent and reliable service that we were once promised and given. In fact, it will feel depressing and dreadful, and I'm not looking forward to

experiencing these changes as a customer; no one is. Not only is Metro the transit agency that moves me throughout all three regions, but the public transit nerd in me considers and values it as my safe space. Again, I'm asking you to continue to fight like hell, alongside us, your customers, for your funding. And if there are any elected officials or politicians that are currently present in this room or watching this online, please hear our voices loud and clearly. I'm begging and pleading for you to come together to help close the financial gap and fund our Metro. The motto is, "Your Metro," or in this case, "My Metro, the Way Forward," not "Metro, the way backwards." Thank you.

14. Liana Steinberg-Casper

Hello. I really thought the most stressful part of today would be public speaking, so... My name is Liana Steinberg-Casper, and I am a volunteer with the D.C. hub of Sunrise movement, and today I am here to urge you to fully fund the Metro and avoid fares and making any cuts or reductions in services. Even with the partial funding that would protect against major bus line elimination and Metro stop shutdowns, measures of the current proposed plan would still lead to less frequent, more expensive, more crowded and potentially less safe trains and buses. This is unacceptable to residents of the DMV who rely on this transit to get to work, to school and to other services.

If these reductions are enacted, those who cannot afford any other mode of transportation will be left in the dust, and those who can afford to switch to a high-polluting vehicle will, exacerbating both D.C.'s already-major traffic problems and the urgent threat of climate change. Forty percent of carbon pollution in D.C. already comes from transportation, mostly from this traffic. Our city cannot reach our climate goals and justly transition away from fossil fuels without making public transit a priority.

As someone who just moved to the DMV a few months ago from the San Diego suburbs, one of my favorite parts of living and working here has been the easy access to clean, safe, affordable and reliable public transit. I was so disappointed that the plan this Authority has put forth for Fiscal '25 would remove much of that access, making trains and buses more dangerous, less affordable and less reliable for the people who depend on them. I have spent most of my life in a city that doesn't invest nearly enough in public transit and have seen people suffer because of it. I sincerely hope I do not have to see that, that city government's mistakes replicated here.

Now more than ever is the time to fully fund public transit rather than divesting from it, to ensure an equitable and sustainable future for all residents of the DMV. Thank you.

15. Linda Green

Good evening. I'm a physician and somewhere along the line I realized that public health was actually a lot more important to people's health than my person private practice at Prince George's Hospital. But I would like to say that public transportation is one of the major social deterrent of health that public health people talk about and maintaining and expanding public transportation in the DMV requires the funding that many people have spoken about tonight.

But we have to figure out how to do that, and making fares more expensive is not the solution and cutting routes is not the solution. Many people rely on all of this in Prince George's County to get their medical care as well as for the many other things people have spoken about.

Developers benefit from public transit and should be contributing much more to the services. Housing, sports and entertainment venues and businesses are examples of this benefit. Of course the federal government could contribute much more as well, and the, young man that wants to run for office and wants the jurisdictions to pay more is exactly right.

I would like to say that, at some point there was an expansion of bus service in Prince George's County and it was really great. And I was talking to someone outside about the T18, which is a great route, and I've learned unfortunately, that it's going to probably stop at midnight, which would impact a lot of the community of working people in Mt. Rainier, Hyattsville, Bladensburg and so forth. So, I'm really concerned that any of these cutbacks in services will make people's jobs more difficult and their health worse.

Researchers have increasingly documented the health benefits of public transportation. Studies, as the young woman just said, show clear linkages between lower levels of air pollution, improved safety and higher physical activity levels. Compared to private vehicles, public transportation produces 95% less carbon monoxide, 92% fewer volatile organic compounds, and 45% less carbon dioxide per passenger. And from the point of view of safety, public transportation is prob-, roughly one-twenty-fifth that associated with private automobiles when it comes to pedestrian safety and so forth.

I did want to point out that one of the things I've done is talk to the MetroAccess workers in Landover last year. As some of you may realize, COVID still is around, and the experience of that group of workers kind of echoes what Mike Golash said, these guys worked really hard throughout the pandemic to transport people for medical care. And they, often had too many people in the van so that the risk of infection was greater and the transportation times were much longer. This needs to be looked at very carefully and MetroAccess really needs to be expanded. Funding is critical for both the riders and the operators in that system.

16. Rico Dancy

Good afternoon. For people who's on a walker, people who's on a walker, go to a doctor's appointment, who go to church, who go to the grocery store, who depend on MetroAccess, if you increase the fare for people who's on, for people who get Social Security, SSI, fixed income just to make ends meet, especially people who's on dialysis, OK. My wife is on dialysis, OK? So, I am her caretaker every day, with me working a full-time job and me taking care of her, a fulltime job. If they cut or increase MetroAccess, if we, for people with a disability who don't have cars, what do we tell them? Unless Metro is going to take the people to all their appointments in their personal cars, then we want to tell them, send them a clear message, because this is the reason why I have to put my hat in for Congress, because if we keep on electing the same people, we get the same results. And we, please listen to us, we are people. People with a disability live this every single day. I want someone to pay attention to us. Thank you.

17. Bill Orleans

Good evening, all. Last night, not very well, but I was listening to the testimony as I left the building to go elsewhere for another meeting. I did not hear, nor have I heard tonight, nor do I expect it will be said tomorrow night and/or Thursday, that we're happy to have any one of the several bus routes we use every week, eliminated. We're happy, if we're an Access rider, we're happy to lose access to Access because the bus routes that have been eliminated will move us beyond three-quarters of a mile from fixed-route service will be out of luck, and we're happy that headways between trains will be extended and they will close earlier at night, or just happy. And also, we're happy to pay more for our service. I haven't heard anybody say that. If anybody has said that, next time I see you Ms. Loh, I hope you'll tell me that somebody said that.

I certainly agree with others that the \$480 million promised, I understand the check's not even in the mail as yet, by the jurisdictions, is insufficient. Now, I have my own ideas as to who should pay for an expanded Metro, but I'll leave that aside for the moment. Certainly, the jurisdictions see to it that they cough up more than \$480 million.

I don't know that anybody that is on the receiving end of the \$246 million dollars in debt service next year, or the nearly \$2 billion in debt service over the course of the next several years, is really interested, really cares that much about the quality of transit service in, in the WMATA's transit zone. Some of them may live here, but they're not reliant on transit service – they can get by fine and dandy if all those bus routes are eliminated, if the trains are less frequent and if people can't ride Access because they're beyond three-quarters of a mile. I certainly think Governor Moore, my state, Maryland, and all the other executives and legislative so-and-sos, should respond to this need, which apparently is

real. I've conceded to the Board previously, that this year's "the sky is falling" budget scenario may be more true than it has been when the sky was falling in recent, previous years. But Governor Moore should offer more to WMATA and we should be relieved of this concern.

18. Denise Dubose

Hello. I am a MetroAccess rider. I don't really ride the bus, rail, I mean the Metrobus or the Metrorail, but I'm a very avid MetroAccess rider. And I feel as though, if you all cut out our services, that would-, we're already incapacitated to a degree already, and if you do that, that's going to incapacitate us any more. And that's not fair to us. We have a regular life. Like, I don't work, but I, I'm doing something everyday - I go to appointments, I go to therapy, I go to the gym, I go to the pool, I have grandchildren, I go places with them. So, if you do that, we already have a medical condition that we're dealing with, so if you incapacitate us that way, that will make our life even more difficult.

We want to live a regular life just like everybody else and we deserve that. And I understand you have to have budget cuts, but that should not be part of it. You need to find a different way, some other kind of conclusion to come to, to as to not incapacitate us any more. And you just went down on the fares, to \$4, now you're saying you're going to go back up. Most of us are on Social Security disability or we have very limited budgets. So if you do that, that will incapacitate us in a second way. So, how many times are we supposed to get these cutbacks; that makes a major difference in our lives and I don't think that should be happening. You have to start taking us into consideration - your elders, your people with disabilities, all of that, because, you never know, someday, one day, any of y'all, God willing, could be in our situation. And what would you want somebody to do for you? Would you want somebody to incapacitate you even more than you already are? Or help further your situation in a more accomado- situation. We should not have to be forced to not live our lives, to go to our appointments, to do the things we need to do, just because the government, Metro, whoever, says they don't have the money. Find it. Do what you

got to do, cut back some other way, do something different, but we should not have to suffer because of that. It's not fair. Thank you.

19. Phillippa Mezile

Hi, good evening, everyone. I just wanted to say... My name is Phillippa Mezile, first of all. I'm a resident of the District of Columbia. I'm speaking on behalf of myself and the lowvision community; I'm also a member of the Metro AAC committee. I just want to say, I'm opposed to any type of service cut, any type of service area cut, particularly as it impacts on MetroAccess users. Some of the, if you cut the service area for bus and rail, other people need the bus and rail just as well as we do, but if you cut the service area, then you've reduced the service area for MetroAccess.

Now, I would like each of you, just for a moment, close your eyes. I promise I won't hurt you. Just close your eyes for one moment. Imagine that that's the extent of your vision and that MetroAccess has been picking you up from your home, and taking you somewhere and bringing you back, and now all of a sudden. and this is what I consider the most inane and insane portion of this recommendation, if the service area's cut: suddenly, if you're outside of the service area, you're going to have to transport yourself to a pick-up point, then wait for something to pick you up from there, take you where you're going, bring you back to the pick-up point and get you back home. Now that is just ridiculous. It would be difficult, it would be time-consuming, it would be expensive. And I urge you to just not cut the service area for people. And, like I said, if you have to cut service, don't cut the service area: carve it out and keep it as it is, currently serving people.

Other thing is.. Oh, I also wanted you to imagine, you're sitting in the chair and that chair is the extent of your mobility. That, if someone doesn't get you in that chair and take you somewhere, you're just stuck in that chair, and that's the case for a lot of people. You need to be able to transport. People need to go to their life-saving dialysis, cancer treatments, medical appointments, etc. I, for one, use MetroAccess, I use bus and rail, I'm a very active volunteer in my community. I've served as a foster grandparent, which would not have been possible if hadn't been for MetroAccess taking me to the training and then to the locations. I'm on the Senior Medicare Patrol program, which helps cut, teach seniors how to recognize fraud and abuse on their Medicare billing statements. I volunteer with my church, I volunteer with my sorority, which is very active in the community. So, I would not be able to do most of that, if any of that, if the MetroAccess service were cut. Don't cut.. O.K., in my last ten seconds, I'm just going to say, Metro cops rock, and since I can't be charged with being sexist, you are the best looking board of directors I've ever seen.

20. Patricia Bishop

Good afternoon, everyone. My name is Patricia Bishop. I am going to also give you my AKA, it's "Good Trouble." I represent it, so does the people who have spoke before me. I would appreciate if each and every one of y'all in Metro get in good trouble right along with us. Don't make these changes to harm anyone, as far as MetroAccess, but definitely subways and the 74 bus on Delaware and anywhere else in the Southwest area, where it is definitely needed, because we have disabled, young and old, we have seniors that have walkers, canes and wheelchairs. How can we expect for them, or any of us, to go down to 4^{th} Street, in the scorching hot weather, or the freezing weather, to get that bus, that is normally to circulate throughout Southwest area, the way it has been. Please continue that bus line. It is beneficial to us. because we need to get to the store, grocery stores, even to get to the 79 to go up Georgia Avenue to Wal-Mart. To get to doctor's appointments, dialysis, as it was spoken, get our kids back and forth to school, in the morning and in the evening.

I'm sorry, y'all, but I have to stop, because it's really frustrating. This is not my first time being here about the 74 being continued. They wanted to take the bus stop away the last time I was here. I fought and I came here and spoke up for that bus stop to remain at Delaware, because that is a location where, there are several homes and apartment buildings right there that we need to have that bus stop right there in order to get safely to our front door.

I also use the 74. I'd rather not push my shopping cart back down to Safeway and back up, just to get my groceries home. I'd rather to be able to get on that 74 bus to do that, which would be more convenient for me and others that live in the neighborhood. People's walkers have broken trying to push groceries down the street, when they need that bus right there, to be even more safer for them, so that they can get back and forth to where they live. And, once again, I appreciate y'all listening to me. Support the good trouble that we all have came here to speak of to y'all, and join us.

21. Jermaine Franks

How's it going, everyone. I've got to say, that tow truck incident was definitely a scare. Definitely thank the first responders for that, their response.

I wanted to talk about, what is it, the V4 line. It's not... it stops running at, I believe, twelve o'clock, I believe. I would like it for it to be, what is it, on the twenty-fourhour schedule, because you've got the X2, the W4, and a couple other lines on the twenty-four-hour schedule. That would definitely help out with that. And another thing I didn't know, was it, like my aunt Pat was saying, she was talking about the 47 being stopped. Please don't cut that line, I didn't even know that was being cut from the regular schedules, and stuff like that. The buses still need to be, because I live in Ward 8, they still need to be cleaned and stuff like that, because I be getting on some of the buses and they just be filthy, and stuff like that, and not properly, like all the way cleaned. That would, for surely help as well.

I've got like twenty-two seconds left. I just want to appreciate, like, to have, like this opportunity to speak to you, to the Board members, and that's it. Have a great night.

22. Janice Samuel

Good evening. My name is Janice Samuel. I'm a member of the National Federation of the Blind of the District of Columbia and the National Federation of the Blind of Maryland. I'm not here in an official capacity; I will be delivering my personal testimony.

So, good evening. I was told to cut out my introduction and get straight to the point, so here it goes. As a member of the visually impaired community. I strongly advocate against any reduction in these vital paratransit services, which are crucial when ensuring equal access to transportation for individuals with disabilities. For many of us who are blind or visually impaired. MetroAccess paratransit services are not just a convenience, but a lifeline that enables us to maintain our independence, access employment opportunities, education, health care services and participate fully in all aspects of community life. These services provide us with the freedom travel independently, accessing to essential services, visiting friends and family, and engaging in social and recreational activities.

I could not have come here this evening without MetroAccess. Cutting MetroAccess paratransit services would have а disproportionate impact on the blind and visually impaired community, exacerbating the need, or the existing barriers that we have in transportation, excuse me. It would further isolate us, limit our ability to contribute and participate in the workforce, hinder our contributions to the local and hinder participation in economy. our community activities. thereby perpetuating inequality and discrimination.

The \$750 million budget deficit should not be balanced on the backs of the most vulnerable members of our society. Instead, I urge you to have the audacity to implement alternative solutions that prioritize the needs of individuals with disabilities and uphold our fundamental rights to accessible transportation within the Washington, D.C. metropolitan area. I implore you to consider the long-term implications of these cuts and the detrimental effects it would have on those who rely on MetroAccess paratransit services. I urge you to work towards securing sustainable funding for these essential services and to prioritize the preservation of accessibility for all members of our community. This is the most powerful city in the planet. Please, there is no reason this should be cut.

22. Matthew Exline

Clearly neither real nor imagined fears will dampen our support for Metro or our enthusiasm for our rights to speak out this evening. Ladies and gentlemen, I could speak about how Metro is the engine the powers the economy of this region; I don't think I have to convince you of that. I could talk about how Metro provides mobility for all different members of our community; but I think that's already been covered.

I will, instead, talk about a couple of things that haven't been covered, a few general and a few specific. Generally, I'd like to address first, the topic of fare evasion, which has been alluded to, but not talked about enough. It's tempting, I think, to think about how much you're going to charge for fare in terms of what you need, but that's not really how the customers who ride your service actually look at it. Instead, think of your system as a store. The problem is that the service that you sell in your store is very easy for people to steal, and people are stealing it left and right. And if you don't have enough money coming in, then you need to figure out how to stop people from stealing from you so much without criminalizing people, creating more violent confrontations and so forth. The new faregates are a great step in the right direction. Those need to be in every single station across the whole network.

You also need to find some way to keep people from stealing fares on the buses, too. I'm not sure how to do that, but that might be something you want to look at.

I'd also like to talk specifically about fare cuts, or, excuse me, the service cuts on the Blue and Silver line. The proposed plan is going to result in a significant cut in service. As it is currently, with the Blue and Silver line in Prince George's County, with those two running concurrently, you have a situation where you can basically walk in and a train's going to come along within five minutes. That's a really high quality of service, and it's a real benefit to people like me who commute every day, to anyone in the region. With the Silver Line, under this plan, stopping, and not going on into Prince George's County, and the Blue Line running less frequently, you're cutting frequency from every three-to-five minutes to every fifteen minutes, which is a significant decrease in service, has an impact on people's ability to commute. Thank you.

23. Aurelia Glenn

Good evening. Underlying all this premature talk of service cuts, because that should not be trotted out first, due to the purpose and nature of public transportation, is revenue. People have already talked about dedicated funding sources, which is needed, as well as contributions from local jurisdictions. But, WMATA's contribution to this also needs to be addressed. As a user, I don't understand WMATA's seeming refusal to publicize its monthly passes as a consistent revenue stream for its passengers. It's convenient, it saves money, yet it is not, and has not been consistently promoted.

I can look on my wi-fi in the morning and see an ad for a young lady advertising WMATA merch. How much money is that bringing in to Metro? But nothing promoting consistent, monthly revenue from passengers, your riders, who know how this system works and works well; we want it to continue to do so.

The other problem, which I think could-, surrounding service, bus service specifically, is that, the GPS trackers don't always work. Because that works in conjunction with the BusETA, and if it's not, if they're not working you don't know if a bus is coming, which renders, kind of, BusETA useless. And you know, you need, you need to know that a bus is actually coming in order for the system to really work and be useful. Also, I've had, actually, better luck with the DC Transit app in knowing when a bus is coming, better than with BusETA. There have been a number of times BusETA did not report a bus coming that the DC Transit app did, which is incredible and not helpful at all.

I do want to specifically talk about the D14 bus line, which is scheduled to be cut. That doesn't make any sense, since it's a framework route, one which is, according to your Bus Transformation project, is a bus line that is a backbone of bus service, and that allowing riders to travel along major corridors, streets and access the region. Why is that even, why is it even on the table for being cut? It accesses, you know, seniors, it goes to a Social Security office, it goes to a medical center which has a veterans' office, Andrews, a Giant, Aldi's, Latino supermarkets, two schools... D14 should not be cut, it goes to the federal, Suitland Federal Center. I don't understand, according to your own guidelines, it should not be cut. Thank you.

24. Maevyn Farrell

Hello, my name is... Hello, WMATA staff and my fellow concerned advocates. My name is Maevyn Farrell and I'm a seventh grader at Alice Deal Middle School. I'm here to address the issue that we are all acutely aware of – the proposal that WMATA is showcasing will not only affect me, but many others in my school community. Specifically, the buses D31, D32, D33, D34, the M4 and the W45 are proposed to be cut. These six bus lines are but a few, compared to the other lines that could also be cut. So many other schoolkids at my school, including myself, use these buses to and from school every day. Removing these lines would not only affect the amount of kids coming to school on-time or even at all, but it will also affect the safety of the children.

On a weekly basis, all the D30 buses and the M4 are full to capacity, both to and from school. Students rely on these buses as a mode of transportation, just as they would a textbook for curriculum, or a pencil or pen for expression of thought. Removing these lines would disrupt students' educations, futures and the opportunities that school has to offer. DCPS is already struggling with tardies and absences, and by eliminating these bus routes, they probably will worsen.

Safety is another element that will be affected. As a heightchallenged middle school girl, it is already hard enough to just walk along without feeling unsafe. Just imagine how all the other kids would be affected by this and how they feel. The Metrobuses and trains struggle with violence and crime, wait, already struggle, so putting a bunch of students on them does not seem like the right solution. I acknowledge that other DCPS schools don't have dedicated bus routes for their students to take, though there are regular routes that students use to get to other public schools and charters schools that would also be affected by this proposal. Shouldn't we be focusing on their bus service? Why are we making students' commute even harder?

So, consider this. I wake up at five- I have to wake up at 5:30 a.m., get ready, eat breakfast, and make my lunch and leave. But then I have to take three buses – the 54, to the E4, to the M4, oh wait, but I can't, because the M4 is also being cut. So then I have to walk the rest of the mile to get to school, and when I finally get there, most likely late, I'm exhausted. Then on my way home, I have to do the same thing. And this would happen to so many other kids, or even adults, that rely on these lines. This would also affect my, this would affect my safety, by getting home after dark, my education, like not having enough time to do my homework, and my rest, like having no sleep time.

Education, safety and convenience are all impacted by the elimination of the D30 buses, the W45 and the M4, which will have an everlasting effect on students' families all around. Thank you.

25. Neils Pemberton

Hello, my name is Neils Pemberton, good evening. Since 2009 I've been working for the Washington Nationals on game days. Many of these games are in the evenings and they usually end between ten and ten-thirty p.m. I need to have the Metro available to take me home after ten thirty p.m. If Metro stops at ten p.m., I will be forced to give up my job. My needs are not negotiable, I'm sorry. This is how important Metro late night service is to me.

I am completely dependent on transit and have been a protransit advocate in the 1990s. I'm now looking for another job, because I do not trust Virginia's state government to do the right thing. With that, I'll lose my job.

26. Denise Rush

Good evening. My name is Denise Rush. I'm Vice Chair of the AAC Committee and Vice Chair of MetroAccess. I've been riding the service for twenty-four years. It has been my lifeline. It helped me pay my mortgage, it helped me retire from a law firm, and I've had great experiences – we must have full funding and dedicated funding. I don't know how you're going to figure it out, but one of the suggestions, every business owner that MetroAccess, Metrorail, Metrobus takes someone to, they should be paying something for the money they're making, because Metro is making them money by getting us there.

If you're going to cut the service for handicapped people who don't have the option to get in their car, or get on the bus, or Metro, well, I shouldn't have gotten on the floor, I should've, you're shooting me, you're killing us, our independence. So, I should've stayed up and maybe that bullet would've hit me, or whatever, and just lay down and die, because there are going to be a lot of people who are going feel like they have been shot, and they've lost their life. So I hope you don't do that.

But MetroAccess came for when the earthquake, they came for me in the deep snow. They were, they are my lifeline and they should be commended. No, they're not perfect, but your husband's not perfect, your daughter's not perfect, nothing's perfect, but something is better than nothing. Thank you.

27. Virgilia Collins

Hi, my name's Virgilia Collins. I'm here because there's I was told there are going to be some bus service and Metrorail cuts, cuts or Metrorail closings, and I live in-between three Metrorails – Suitland, Naylor Road and Southern Avenue, and I live on five bus lines, four of them which are Metrobus lines. And I've been living where I live for almost twentynine years.

When I first moved there, there were no bus service or even Metro. I used to work at night, I had to walk from D.C. into Maryland. I live near Iverson Mall; that's a long walk from Naylor Road and Southern Avenue, Naylor, Branch, Southern Avenue and Branch Avenue, Wheeler Road and Southern Avenue. I even walked from Eastover Shopping Center. And I also lived in Hyattsville, Maryland, one time before they brought the Metro train, the Green Line Metro. And the buses on the weekends, Eastover and Hyattsville, they stopped running around eight-thirty, nine o'clock. And I had to walk from the Metro, from the Brookland Metro to, going towards P.G. Plaza, and that took almost an hour.

And, and also, I used to have to walk, now one time, you're talking about cutting bus fare. I remember when I couldn't even afford bus fare, I had to walk to work, and that took an hour or a half-hour depending on where I worked.

And other things, like I went to the meeting in Silver Spring, and if it hadn't been for MetroAccess, I would have had to catch two buses and two trains to get there. And so that's, you know, it didn't take me long to get here today, because I live right on the Green line, the Metro's right down the street. But there are some places that are too far out, you know, where, you know, you can't walk to. Plus, if the weather is bad, like if it's raining or snowing. And plus back then, you know, a long time ago, I was in good health, so I was able to walk, but right now, my health is deteriorating, so I'm not able to, sometimes it's hard for me to stand up and walk. So, you know, that's the reason why, you know I want you to keep, you know, the buses and trains running, even if you have to cut back on, you know, wait time, you know.

And the fare, I don't have a problem with you going up twenty, twenty cents, because there was about, fare was about twentyfive cents when I started riding the bus and that's been since '73. So if I've had in fifty years, you know, if you go up on the, plus they never went up on the fare every year, but let's say if they did, it would only be five cents every year, so I don't have a problem with this. But I just do, I'm concerned about the buses, rail, MetroAccess also. Thank you.

27. Victoria Maronquin Vasquez

Good evening everyone. So, my name's Victoria. So, I live in Capitol Heights at Addison Road, the middle, so, from Maryland. So, I'm housekeeping for the Line Hotel, I'm working here from D.C. I'm using the 96 everyday, so I would like please, no cutting, because we need it. Especially in Saturday and Sunday, the Metro train is open seven, and I'm starting to work six, so I'm using the bus. Thank you so much, I appreciate it.

28. William Covington

I've got a sermon for you today. My name is William Covington. I belong to the National Federation of the Blind, the blind community, low vision, etc. My appeal is simply this: if the Mayor can come up with \$500 million for a baseball team, and a hockey team to stay in this, Washington, D.C. I don't know if you guys have access to her, but I would simply appeal to the psychological. And that is to say, when things are cut, anxiety rises and depression sets in. It's a challenge enough to be visually impaired and have to live with the lateness of MetroAccess, bus and the rail. But, without it, like water from the sky, the flower dies. So, I would not want to see a lot of people go into depression. And that's simply my appeal. Think about the mindset, the isolation, and the types of things and anxieties people will go through when they can't get out. Remember the pandemic? That's all I've got to say. Thanks.

Metro Hearing #657

Dockets B24-01 and B24-02: FY2025 Proposed Operating and Capital Budgets and FY2025-2030 Capital Improvement Plan

Arlington County Government Center

Arlington, Virginia

February 28, 2024

1. Takis Karantonis

So, thank you for, for holding this meeting her tonight. My name is Takis Karantonis. I am Vice Chair of the Arlington County Board, but first and foremost I am a rider of WMATA for many years... for all the two, twenty years that I have been in this region and living in Arlington. I cannot believe that we are here discussing what we are discussing. We are discussing the major, the very basic infrastructure of our region, a region of over, more than six million that depend on the ability to provide public people This unprecedented to even transportation service. is discuss eliminating 67 of 135 lines in our bus system. knowing how many riders there are, knowing how many, how much of our ridership came back after the pandemic. How, how, how, how important this is for so many households.

Metrorail is not just a commuter system. Neither is bus system, the bus system a commuter system. It is a basic infrastructure of our economy, of the way, of our way of life here in the Washington DC general metropolitan area. It is very critical to Arlington, all of it. I believe that about 60% of our bus service is intertwined with. with WMATA. I use it every day, to come to this office here and I can just, cannot imagine that we can go forward with this, with this budget proposal. It is of course, as an elected official now, it's of course part of my job to make everything in our power, to find solutions here, most importantly, viable and sustainable solutions for the future. But I implore you to review and revise the budget and do everything you can to get the, elected officials of this tri-state region to fix the gap.

1

2. Luke Etienne

I'm Luke Etienne. I'm a student at the George Washington University. It's my first year living here in the DC metropolitan area and Metro has, of course, been, you know, crucial to my experience and the experience of many other students who live here. So, I'm here to make known how this would, in particular, affect our student community. When I saw the public notice for this hearing, I decided to run a survey of fellow students and I got two hundred or so responses. And of those, almost nine in ten use Metrorail at least once a week and two in ten use it on the daily. We have half of our students use Metro to get to their job or to their internship and one in twelve use it to commute from home to school.

Eliminating service from various stations, cutting these dozens of bus lines would be a great inconvenience, to say the least. Eighty percent of respondents rated these changes as having a great deal of impact on their lives; only two percent said there would be little or no impact. Some comments that I received while running this survey include: "Metrorail is my lifeline and one of the main reasons I chose DC to study." "The increased time between trains and earlier closing time would make it basically impossible for me to continue with my extracurriculars." "The Metro is vital to the fabric of DC; what makes the city so accessible."

Obviously Metro is vital to our student and our voung professional populations. Not to mention that this would disproportionately affect those with lower incomes that also do not have access to a private vehicle. For those who rely on Metro, this will be a great hinderance to their mobility, to say the least. And for those who choose Metro, this will be another incentive to drive, which will add more to our congestion problem, which we all know does not need worsening. This will be an irreparable damage to Metro's image, at least for the next couple of years. Just as we're recovering ridership out of the pandemic, it's going to take a large hit. This will potentially cause a feedback loop, in which cuts lead to less ridership, which lead to cuts, which lead to less ridership; and none of us want to see.

The subsidies which I've, that were proposed by Maryland, Virginia, D.C., they're welcome, but we must find a longerterm solution. WE can't go back every year to these governments asking for more money, we must find a more long-term solution so that we can have a budget that we can work upon. Our nation's capital deserves a transport system that is the envy of the world and the only way to do so is to invest in it. Thank you.

3. RoseAnne Ashby

And good evening. I am representing the American Council of the Blind of Virginia. I am blind myself, and I live here in Arlington, Virginia. I want to say how very, very critical public transportation is for all people and for, particularly for people with disabilities – both paratransit services and fixed-route services. I personally use MetroAccess as well as Arlington STAR when I'm going to unfamiliar places and places where I cannot cross streets safely. I use those services probably four or five times a week. When I am familiar with an area I can use Metrobus and Metrorail, Metrorail as well. I'm very concerned about the elimination of bus routes, and, and Metrorail, closing Metrorail stations.

I'm very concerned about the service area being contracted. Now I thought I had understood from the presentation tonight, that in fact MetroAccess' service area may not be, elim-, diminished. I hope that is the case, I hope I heard that right. I particularly want to give kudos to Christiaan Blake. Under his leadership, MetroAccess has really become very responsive to the consumer. I particularly love the option that we now have to take Ubers some of the time.

For people with disabilities, transportation is essential. We, some of us cannot drive, some of us cannot use taxis if we have physical disabilities, we cannot necessarily use conventional taxis. So, accessible public transit, both paratransit and fixed-route are so critical for people with disabilities. For employment, for going to medical appointments, for social services and for all kinds of things. So, again, I urge you to work with the, the others in the area, Virginia, Maryland, and D.C., ACBVA, my organization, is working with our delegates in the state of Virginia. We want to see those additional funds go to WMATA. And again, thank you for what you do and thank you for the opportunity to speak.

4. Donald Barrett

Thank you all for the opportunity to speak. My name is Donald Barrett and I just turned seventy-two. And you all wonder, well, why are you mentioning that? I guess I want to say, that for the first time in my life, because of the Abilities Ride program from MetroAccess, I feel fully and completely independent. You know, as a blind person all my life, I've gotten rides from families and friends and cabs and other kinds of paratransit situations, but this program, the Abilities Ride program is just outstanding and beyond any reproach. It's the kind of independence that touches your heart and your soul, makes you feel like a full, fully-fledged, free, happy and independent individual. I think, probably those who don't use MetroAccess services, don't even realize how meaningful it is to go where you need to go, and sometimes want to go, without any restrictions.

And, it's certainly not a situation of taking advantage of a program, it's utilizing a service that's been brilliantly crafted to work and work well. And I just have to, and wanted to say thank you – thank you to WMATA, thank you to MetroAccess, thank you to Christiaan Blake, thank you to everyone who had the forward-thinking wisdom and compassion to be willing to formulate a program like this that helps so many people and has made us feel so very, very independent, happy, and makes, makes life an exciting prospect due to being able to get where you need to go when you need to go there. And with that I'll stop, and I just want to express my deep and heartfelt thanks to all of you. Thank you so much.

5. Joseph DePhillips

Hi, good evening, I'm Joseph DePhillips and I'm a consumer from the City of Arlington, County of Arlington, and I want to thank each of you as well. I believe Mr. Smed-, Mr. Smedberg, you and I are both Nutmeggers, originally. Connecticut. Aren't you from Connecticut? Rocky Hill, I think? Weathersfield. I want to thank each of you, including Bryna. Bryna knows what's it's like to use paratransit and how beneficial it is. And one more shout out to Mr. Karatonis, thank you. And not only is he advocating for public conveyances, but also pararransit. Just as previous speakers have said, Don and RoseAnne, forty-three years ago when I came to Washington – forty? More than that now, 1977, if I wanted to go from Capitol Hill to Laurel, Maryland or Beltsville on a Sunday, it would take three Metrobuses. Now, I feel, even though I've never driven in my life, I feel I can go anywhere I want and I can lead a pretty normal existence.

Before I talk a little more about the benefits of MetroAccess, and believe me, it's come a long way. At one time, you all have seen the press, someone could be on there for four hours and have the potential to run out of, of oxygen. But one thing I'd like to see is MetroAccess tighten up on the membership a little bit. When you have such a good service as MetroAccess has become, I'm afraid that sometimes MetroAccess has lost the original vision for the ADA, which is to treat the most severely disabled. Now it seems, if grandma has a hangnail or forearm shiver, if they go to the correct physician, they can be gualified. And I'd like to see. I'd like... at one point the evaluation process for MetroAccess was much more stringent and it seems, seems to have fallen off a bit. And I say that, I don't want anyone to be hurt, but I'm afraid there are people using the service that it wasn't originally intended for.

As far as Uber and MetroAccess, if I have to, I don't mind paying a little more. But I urge you not to cut the service area or the time. Sometime you're out on a Friday and Saturday night and you can't get home until 11:50 and in some cases on o'clock. Again, I'd just like to commend each of you and let you know how important it is in my life, not only for MetroAccess and for the paratransit, but to be able to ride the subway, either at a reduced charge or free-of-charge. I feel with the combination, I can again lead a normal life. If I have an errand, if I have to go to services, or anything that you need to do, employment. And again, please consider not to cut the service area and the timeframe. Thank you very much.

5

6. Doris Ray

Good evening, Mr. Chairman and members of the WMATA Board, as well as WMATA staff that are here, and other elected and local officials. My name is Doris Ray and I'm here representing the ENDepedence Center of Northern Virginia, a community resource and advocacy center that is run by and for people with disabilities living in Arlington, Fairfax and Loudoun Counties and the independent cities of Alexandria, Fairfax and Falls Church, and area that has a population of 2.4 million people and spreads over about a thousand miles, I do believe, square miles.

And, we want to first say that we appreciate, people with disabilities, the thousands who live here in this metropolitan area, the Metrobus, Metrorail and MetroAccess services provided by WMATA. And, we also understand the unprecedented budget issues and shortfall that we face together as a community. We ask of you to reconsider, as you are making the final cuts to the budget, that may ultimately be necessary, that you consider the effect of eliminating bus routes, cutting back on service areas, cutting back on operational hours, of Metrorail and cutting back on the service area for MetroAccess, as well as raising fares will have on people with disabilities and the broader community, particularly those individuals who are marginally economically capable of affording this. Some of us having modest incomes, some of us have low incomes and very low incomes and we rely on MetroAccess and Metrobus and Metrorail to get to - because we don't drive. a large majority of us don't drive, we rely on it to have jobs, keep jobs, go to the school, get educated and trained and also, just do the basics of life.

And so, we have many questions about this process. One is with regard to the service area, well you be including the partner, the partners like Fairfax Connector, in, in the service area you will redefine because of any budget cuts? We also ask you to go to our state officials and go back to your local governments and make sure that they fully fund-We are there fighting with you. ENDependence of Northern Virginia traveled with our consumers down to Richmond and spoke to our legislators from Northern Virginia and we'll be sending them our messages during this conference committee. We're working with you. Don't cut the services we need, and to say as a person, please don't cut the 2B and the 1C - those are long-line services and the 1C takes me to my government center in Fairfax County and you're going to take that away... (Microphone cuts out).

7. Pierre Hayford

Good evening. My name is Pierre Hayford. I'm a resident of Price George's County, Maryland. I'm also a student and I'm an employee. I use Metrorail and bus service several times a week for ... sorry ... for school, work and leisure. I find it disappointing that a system as vital as WMATA is still without any dedicated funding source from a11 three jurisdictions. Ι thank that... thank a11 three Ι jurisdictions for pledging additional funds on top of the ones from last year, but there's a lot more that needs to be done to close the deficit.

The leadership of Randy Clarke, the WMATA General Manager, has been absolutely astounding this year, and to have the improvements made to the system completely take a oneeighty due to the service cuts would have a lasting negative effect on WMATA's credibility that it's worked so hard to repair and earn.

Shifting capital funds to cover the operating expenses for Fiscal Year 2025 is a risk that, that could constrain improvements for the future. Gutting vital maintenance projects and overhaul stuff will represent another risk for everybody, whether you're a customer or driver. Regarding fare increases, I support measures such as increasing parking fees at stations and, while I have no issue paying an increased fare, hundreds of thousands do not have that luxury. I urge the Board to find another alternative method of generating that revenue. A suggestion I have is to raise the vehicle registration fees for each jurisdiction on larger and heavier vehicles which have become popular in recent years, or increasing the taxes on businesses or development projects centered around Metro stations. The District Council has also decided to study the proposal of congestion pricing in downtown. If that were to become a reality, I highly advise the Board to look at, to tell the

District Council to set aside a dedicated portion of these revenues, this revenue, for WMATA. The potential measures are not as swift in recovery as some of the revised budget plan's options, but it would create a less-harmful impact on riders who may not be as financially flexible to weather an extended period of hiked fares.

Accessible and affordable public transportation is an equity issue and, now more that ever, with the rising inflation and costs of skyrocket-, cost-of-living skyrocketing, I'm sorry, it's dire to ensure that people are not left behind. Metro's a really power-, very powerful economic tool. Bethesda, Rockville, Reston Town Center, and Arlington through Ballston corridor are a]] hiahlvsuccessful examples of transit-oriented development. These are all suburbs of the District, yet Metrorail has allowed developers to transform these locations into residential and office hubs.

WMATA's one of the few systems to be fully built-out of its original plan, and we've already done the hard work. We just need to make sure it's fully funded.

8. Siawash Azizzada

Good evening. My name is Siawash. I just live around the, around the corner here in Court House. THank you for taking the time to hear us out. WE just moved to this neighborhood two months ago and chose specifically this neighborhood due to its access to public transit and the proximity to both my job and my wife' job.

My wife and I are both trying to live a car-lite life. We own a car, but, unfortunately because of still the circumstances. Moving to this neighborhood has been, and being able to use Metro every day, for everyday life, has been a drastic quality-of-life improvement. We use both the two buses that come right here and Silver and Orange Lines. In the last two months, we've pretty much replaced almost 90% of our car trips with Metro, just due to the accessible are around here. We plan our amenities that medical appointments, errands, grocery shopping and just being able to explore the city, because of the guick headways that currently exist on Metro. If these new service cuts are implemented, we'll be forced back to using our cars and add to the congestion that plagues this area for so many years. The DMV area is some of the most in-demand in the country. We deserve and demand a world-class Metro system.

I don't understand why we don't bat an eye when billions are spent widening highways and Metro only gets scraps. If we care about big problems like climate change or giving everyone an equal access to opportunity, Metro is and should be a major contributor to solving that.

9. Alex Mendelsohn

Hello, my name is Alex Mendelsohn and I'm here representing myself. I'm a local high school student in Arlington County and WMATA plays an important part in my life. And I'd like think that I'm giving all high school students a voice who don't own a car and rely on public transportation for independence.

Along with being a transit enthusiast, Metro and Metrobus transport me and my peers across the region, whether that be to school, extracurricular activities or social gatherings. I'd like to take moment to appreciate how much WMATA has improved over the last few years, specifically referencing improved service levels and an ambition to take on projects related to the customer experience. A healthy public transit system is key for our region. That being said, I'd like to reflect on WMATA"s budget proposals for Fiscal Year 2025.

As for funding, it is imperative that WMATA's able to pass a budget that will sustain today's service levels. It looks as though WMATA will be able to get most of the money it needs for the next fiscal year. However, it is uncertain if funding will make it past the Virginia Senate at this point. I strongly encourage, urge the Virginia Senate to make sure WMATA has enough funding to sustain existing service levels. Despite this, if small fare increases and a preventative maintenance transfer is part of the short-term solution, I would be OK with that. However, it is essential that preventative maintenance transfers are only used to bridge the gap for the next year or two, as taking resources from the capital budget will only hurt the system's state of good repair.

9

In the long term, it is important that, it is important to establish a dedicated funding structure. As part of this, I fully support establishing a regional sales tax or similar mechanism to ensure this agency has reliable funding, and I would encourage our local and state leaders to pursue such a policy.

As for fare and parking adjustments, while they make up a relatively small portion of the budget, they are important mechanisms that WMATA can use to help raise revenue. To address the existing shortfall, I support the proposed 12.5% increase in the general fares. However, I would like to caution against raising the maximum fare for Metrorail, as increasing fares on a trip type that is struggling to return to pre-pandemic levels is bad for ridership growth. Also, I am willing to support raising the cap on late-night and weekend fares as much as, to as much as \$2.50 or \$3 on the rail svstem. Lastly, WMATA shou1d prioritize implementing open payment and fare capping systems.

As for parking, WMATA should implement a dynamic pricing system at the lots it owns so it can better take advantage of existing space. Also, Metro should use the long-term and overnight parking facilities to provide overnight and, overnight and multi-day parking.

service Ι As for and operations, have three main suggestions: First, I would like to make sure WMATA is focused on implementing the Better Bus Network Redesign as quickly as possible. An improved network has the ability to boost both bus and rail ridership at no additional cost. Specifically, Ι want to emphasize the importance of improving, eliminating or consolidate routes that operate less frequently than thirty minutes. Lastly, WMATA should increase operating efficiencies by closing the Cinder Bed bus division on weekends, operating the REX and 29 buses out of a surrounding division.

Moving on to the Capital Improvement Program, I would like to place a lot of emphasis on fleet expansion. Ordering new buses and the 8000 Series railcars should be a priority for the upcoming year, as it will improve the system by replacing an aging fleet and allow for service increases. Also, I'd like to caution against a rushed transition to a fully electric bus fleet. These buses are expensive and require more space to store, and the way for WMATA to best meet environmental goals is to provide more service to take cars off our roads.

Thank you for the opportunity to speak today, and if it's OK, could I provide each member of the panel a copy of my speech?

10. Steven Kaffen

Hi, I'm Steve Kaffen. This is the, actually, this is the eighth consecutive year that I've been testifying, formally. Actually, I just flew back from Brazil this morning in order to be able to testify, so it's good to be here. This is an important time to testify.

Just to let you know, because I'm proud of my 2023 statistics: I rode, I took 573 bus trips and visited twenty rail stations, and this is as user, certainly not as an auditor; almost 2000 miles of travel, in the top 1%. And so, you know, I love this system and so it's good that we have this opportunity every year to talk. There's no way I'm going to get through all of this, but I'll, I'll leave the, you know, that's what, that's what we do. I'm on the Best Bus initiative, I was on the Bus Transformation project, I'm on the Accessibility Advisory Committee, I'm vice chair of the Bus/Rail Committee, but, my comments are my own.

I want to state first, and, as you know, and this bothers me tremendously, even though I'm not a user, a substantial number of MetroAccess users will actually be losing service, if the, if the worst case scenario is implemented. You know, it, it, it, to take away service for people who depend for their lives on a particular, on a particular kind of service, when they have it, is, the word is unconscionable. And so, I know we can find a way to do a grandfathering in or what have you, or maybe it may not be necessary, but it's an extremely disturbing and important thing for those, for those who use MetroAccess and for those who don't.

The other thing I'd like to mention quickly is, that, that, I believe that we can learn from our experience and do better such that next year we don't have as much cost to

fill in. I think WMATA should set up a "rider experience committee," working with Sarah or working with Sarah or working with an ombudsman. I'm glad, I'm sure people would volunteer. Thev'd 1ook at prospective changes and expenditures from a rider standpoint. There are numerous expenditures, that, needed not to be made, shouldn't have been made, and were just wrong. And I'm going to list them out and I'll present them there. But if we can cut these back, next year we don't have as much severity to look at. Thank you, thank you very much.

11. Brian Gannon

Good evening, Metro Board members and staff. My name is Brian Gannon, I'm a resident right here in Arlington County. I love having the access to the corridor right here, having easy access to Metrorail and various ART and Metrobus routes. I'm a very frequent rider; I commute by Metrorail three to four times a week out to Reston. I've been riding the Silver Line pretty much since Phase I opened up, I guess about it's been about ten years now. So I do rely on that – it's great not having to drive and deal with the tolls and the traffic and all that, so I hope that service frequencies can be maintained. I know that the worst service cuts, hopefully, are not on the table so much anymore, but I would like not to see service cuts, station closures, early closings, any of that.

I do recognize a fare increase is pretty likely. I hope it can be minimized, especially for long-distance riders who got hit pretty hard with last year's fare increase. It adds up after a while and I know that's a burden for some people.

I know the budget proposal also calls for the increased use of six-car trains; I hope that can be looked at. You've been running six-car trains pretty much the last week-anda-half exclusively, and the crowding has been noticeable in terms of on my commute, trains have been really packed that head out towards Tysons. I hope eight-car trains can be maintained. I mean, you've spent years and years promising eight-car trains, and this is coming from someone who remembers when you used to run four-car trains during the rush hour back in the '80s and '90s. So, it's been great, so hopefully we can keep what we've got and not take a step backwards. And like others, I really hope dedicated funding is something that comes through so we're not doing this year after year. Appreciate the opportunity to speak. Thank you very much.

12. William Wong

Hi everyone, I'm William Wong. Thank you, everyone, for letting me testify. I'm representing myself. But, I just wanted to say as someone who commutes from Innovation Center to Metro three days a week to get to work in D.C., the proposed service cuts would be absolutely terrible in my case. I've had, like, over 6800 miles of Metrorail last year and having either like twenty-minute service cuts or a twelve- or like twenty-five percent fare increase would not be optimal for me. I believe, I calculated, so not having to drive into D.C. every days, taking into account toll roads, fees, parking, etc., etc., I was able to save \$14,000 from not having to drive into D.C. every day, and so having those service cuts would make Metro less of a viable option for me to get into work, and so, I heavily disagree with them.

I'm glad we don't have the proposed draconian cuts, hopefully, based on the funding provided by D.C., Virginia, and Maryland, although the 12.5% increase is not something I'm that happy about, although I recognize the possible necessity of it. Although I would like to say, that many others have said here, that getting a dedicated source of funding, either through say, like having Metro advocate either for a regional tax or increasing ridership by just develop-, increasing density and development around the Silver Line stations would be lovely, so that we don't have to have this meeting every year and so that I don't have to endure 12.5% fare increases every year.

13. Lisa Brown

Good evening, everyone. My name is Lisa Brown, and I live in D.C. between Woodridge and Brookland station, I mean, Brookland and Woodridge. I have a lot to say, but I'm going to keep it short. But I'm going to write it down.

In our area, they're trying to make it more dense, more apartments, and have, encourage people to use Metro. And in

our area they took every bus line out; it was gone and they said no alternatives. So, I'd have to walk to the Rhode Island, or I'd have to walk to Brookland or Fort Totten; all my back-ups were eliminated. And we have a lot of seniors back there, disabled, me, I go to work, kids go to school. All our bus lines were H6, E2, were eliminated. That's not good. You know, we have to have some kind of way to get around and we're dependent on the bus. And I know for me, I moved here from Atlanta, and I bought my house specifically because it's near the bus line, because sometimes I don't want to drive. In Atlanta, you have to drive everywhere.

I'm a Nats season pass holder. I don't want you to mess with the train stations; I don't want you to cut the trains off early, and I got to miss part of my game. There's a lot of folks that probably Nats, you know. And you encourage us to take the train, I love it, but it you close at 9 o'clock, I'd have to leave before the game is over. And as a season pass ticket, as a season pass holder, that's a lot of money, you know, so, I want you to consider that. And you know, public transportation's public transportation it's for the people. All the lines may not make money, but that's not the point. it's the accessibility. And since the Metro train was built after, you've got to retrofit, people have to get to the train, and that's what a lot of our buses in Northeast - it's a lot of neighborhoods that you cannot walk to the Metro, so we need our buses just to get to the train. So, I like the Better Bus idea, but I didn't think we would have no bus. Thank you.

14. Patrick Sheehan

My name is Patrick Sheehan, I'm Chair of the AAC. And I think, as probably you've seen tonight, and it was apparent last night, and also on Monday night, a good number of people who have been before the mic have been disabled people and they are concerned about their ability to get around, their ability to use MetroAccess, their ability to use the Abilities Ride; they don't want to see the system cut. Under the fiscal cliff or doomsday scenario as we affectionately call it, you could lose up 9000 people out of the 36,000 people that ride MetroAccess if the service area's cut. So, as you've heard tonight from others, we do want to fully fund Metro, we want the service area to be intact and we need to keep the schedule intact.

Those are the basic things that we are interested in. because that area is a safety net for those individuals that need MetroAccess, that need the Abilities Ride, but the paratransit system. They don't have the ability to turn to a car to supplement their rides, so we need to have the safety net fully funded so the entire area is, is safe and efficient for those individuals. We had an individual come to the Accessibility Advisory Committee and she asked the Committee she said, "If my ride is cut, how do I get to my job? What do I do? Give me an answer, help me." And we didn't have an answer. We just said we didn't know. It made me feel very helpless for that individual because she's depending on our committee to help her get around. 9000 people like her could be in the same boat if this fiscal cliff, doomsday budget is enabled. The revised budget is better; I would like to make sure that's fully guaranteed, that all of the MetroAccess budget is not cut.

Lastly, I would say, you know, we've talked about Virginia, we've talked about D.C., and we've talked about Maryland, but surprisingly enough, I haven't heard anything about the federal government, and I don't know what we're doing with respect to that money that is being... the thirty... I forget what it was, \$30 million or so that they were asked to put in. I think that it's important, every penny counts, because I know, even with respect to staff at WMATA, who do excellent work, as you say all the time, they're being impacted because they're not going to be given raises. So, anyway, thank you for your work on this. My committee stands ready to work with you. Thank you very much.

15. Ben Lynn

Good evening. My name is Ben Lynn; I'm here on behalf of ATU Local 689. We represent over 15,000 transit workers and retirees across the DC Metro area, including 9000 WMATA employees..

And, as we all know, our members, and our region face unprecedented challenges, faced unprecedented challenges over the last few years. Nonetheless, transit workers have faithfully stayed on the job and kept our region afloat, even through the worst pandemic in over a century.

Since then, we have seen reduced ridership, record, but receding inflation, increases in violence and a system pushed to the physical brink, and a stated deficit hundreds of millions of dollars. Finding a solution to Metro's longterm and systemic funding problem is essential, however, the solution cannot and must not fall on the backs of working-class people. I cannot fall on the backs of the working, the workers either, especially because, you know, and just want to bring up during the pandemic they were called front-line heroes, because in the line many of our workers caught COVID, and a handful of them unfortunately passed away. But also the men and women and those across the region who rely on reliable service to pick up their kid, go to the groceries and go to school, navigate the region.

The freezing of wages for transit workers, is short-sighted proposal that's being tossed around, and telling the workers their pay is frozen until further notice, in the midst of a national CDL shortage and an upsurge in violence towards transit workers, is a recipe for disaster. Newer workers will go elsewhere to find jobs with guaranteed pay raises and more safety; older workers will simply retire, and there will a undoubtedly a shortage of operators, mechanics and so forth.

Another proposal on the table to move millions of dollars in preventive maintenance funds to cover holes in the operation is dangerous and risks the lives and security of riders, workers and the system alike.

And the, lastly the fare increases will hit low-income, working-class and middle-class people the hardest. We need Metro to continue to work, we acknowledge the great work they have done so far to try push every elected official across the region, in the Commonwealth, in the State of Maryland and D.C. to help come up with a designated funding as well as to pursue a long-term dedicated funding measure. Local 689 members run a world-class and vital public service, let's not fund it with low-grade priority. Thank you.

16. Stewart Schwartz

Thank you, Chair Smedberg, appreciate this. Mv name is Stewart Schwarz. I am the executive director for the Coalition for Smarter Growth. We're a twenty-seven year-old non-profit. We're leading. leading an eighteen-group Metro funding, coalition focused on and teaming with business groups and ATU 689 to support more funding for the agency. We thank you all for your hard work to identify cost savings and efficiencies to reduce the operating budget gap and we thank the jurisdictions who have proposed \$480 million in additional operating funding for FY25. including \$130 million proposed by Virginia, split fiftyfifty with Northern Virginia. In this case, though, the State would only provide \$65 million: they're talking about \$84.5 million in the House for the following year.

But we urge our elected officials to do more to reduce and even close the entire gap. Failure to do so means the service cuts we've heard about tonight and fare hikes. impact on the workforce, delays in the capital program. It's honestly disappointing the state statute requires a fifty-fifty split on Virginia's share of WMATA funding and that the state's being asked to provide so little. We need to contrast this to the \$150 million appropriated last year as extra money for widening just eight miles of I-64 near Williamsburg, and \$322 million proposed to buy tolls down, not necessarily a bad cause, but they're also going to use \$130 million of that to cover unpaid tolls, including by some of the wealthiest folks, and they're going to take \$165 million from the proposed arena revenues, in the future, from Northern Virginia to bring to Hampton Roads. So it all contrasts with what they're willing to put in to Metro and we can do more.

strongly commit to Metro's commitment to We all-day. frequent, reliable, safe rail and bus service as the best way to increase ridership. In fact, Metrobus ridership has returned, much of it is now exceeding pre-pandemic levels, especially on weekends. And the Better Bus Initiative, including the bus network redesign offers an opportunity to Alexandria's transform our bus system, iust as transformation of DASH was so successful. Frequent all-day and rail service critical to all sectors of the bus workforce, providing access to jobs and opportunity, saving household transportation costs and attracting the next generation workforce, not to mention enhancing our economic competitiveness. Metro's key to supporting transit-oriented communities, and supporting car-free and car-lite living, reducing our greenhouse gas emissions. Numerous Fortune 500 companies have located here because of the Metro system.

Without additional revenues, we are going to face hard choices. We would love to see the service cuts and fare hikes minimized to the maximum extent possible, and as well the shift in capital funds to preventative maintenance. We also urge the region to come to an agreement by December '24 on the long-term solution, we can't wait any longer. And, you're focused on the issue, the region is committed to locating 75% of jobs and housing in high-capacity Metro stations, they've committed to 50% reduction in greenhouse gas emissions by 2030 and to addressing regional inequities and to focus on access to opportunity. Hard to do all of that without Metro. Thank you.

17. Mallory Brown

Hello, my name is Malloy Brown. I live in Ward Four, on the S2/S9 line. I'm a young professional working in Reston. Every day that I go into the office, I ride for three hours on the Metro and I'm one of many people who may end up without access to my place of employment due to the budget cuts you all are discussing today. I want to speak to the human aspects of these budget decisions. Most nights the buses I ride are packed full of tired, hard-working people, mainly people of color. I want to ask you, when the bus doesn't show up for these workers, when the train is so late that she might miss her shift, when he arrives at the Metro stop to find it closed because information about changing service is unreliable and hardly ever translated to Spanish, where do you want us to go? When budget cuts leave is us stranded on street corners in the freezing cold, how should we get home? We can't afford to pay for Ubers and Lyft, nor can the planet afford the emissions, nor can our patience afford the extra traffic.

The Metro is the lifeblood of the city and it's one of the most beautiful train systems in the entire U.S. It keeps the DMV economy running, it brings customers into the city and it brings workers safely home. The city as a whole will lose money if the Metro is cut. As it is, the Metro needs more funding, not less. Ironically, I was here late today in part because of Metro delays. Metro workers deserve higher raises for their labor, not freezes, as they are true public servants.

I also came today to demand that no one, especially not our elected officials, obfuscate the truth of the city budget situation to the people gathered here today. The truth is that the city has money to pay for the Metro, and I know that we do because the city has money enough for the paychecks of officers who pointed guns at Aaron Bushnell as he burned beside the embassy this week. The city has money enough for the weapons that they used to kill Antoine Gilmore as he slept in his car on Florida Avenue in 2021. While Mayor Bowser says that we have money enough to increase the already-bloated police budget and room to spare to give to foreign militaries committing genocide, we won't be lied to that the city can't be paying for our ride home on the bus.

I want to ask you, please, to keep fighting for more budget for the Metro. We rely on it. And I want to ask you to please show that Black and Brown lives matter to this administration. Please put the people and the planet over profits here. And it's shortsighted to say that we won't use money by cutting off the leaves of the tree that we use to survive in this city. The Metro is one of the few services that genuinely helps everyone. I love the Metro. I came here on the Metro. I wrote this on the Metro, and I want to see you invest in the Metro more. Thank you, so much, for hearing me and giving me the opportunity to speak today.

18. Dylan Harvey

I said, firstly, I want to begin by thanking you and every other supportive stakeholder throughout the region who had assisted in the creation and maintenance of our regional transit services. Originally, I actually had zero interest in speaking here. As a student who works at the Maryland legislature full-time, the last thing I wanted to do an hour after work is speak about something I've discussed at work.

But, I wanted to take a moment to stress the importance of creating communities that are less car-reliant and have stronger ties to alternative services such as Metrorail and the Metrobus. When my 2003 Acura TL with 300,000+ miles inevitably broke down became a pain like no other. The Green Line, as you all know, terminates in Greenbelt, so as a Laurel resident, I had to rely on an alternative service to gain access to the Metrorail system. This alternative service, at the time I thought, would be the 89M bus from South Laurel. But. due to the construction in mν communities, even though a bus route that is only two miles away from my house was a forty-four minute walk, or bike, or, there was no alternative bus to get there. My bus, the bus route that I had to use instead, was the RTA's 302, which took me to Greenbelt, then I had to catch the C2 to College Park. My car route to College Park was originally around twenty-five minutes, my bus route was an hour-andfifteen.

As a full-time student, I have to rely on an 8:15 shuttle from College Park to get to work every day. As a higherlevel employee now, that isn't sustainable anymore and I'm forced to Uber. But even when I try to go to class, I run into the inevitable barrier of someone of a lower income, of just not having access to the school that I got into and I currently try to pay for. It adds another burden upon me and I want to make sure that it's understood, I recognize that every single one of do not want to cut certain services and do not want a smaller budget. That's kind of the point of this whole hearing. And I didn't want to try and pretend like I had a better understanding of the budget than you all - I'm a policy student and I failed Econ - I'm not going to pretend like I do. But I just wanted to say that when you all advocate for a better budget or increased service, that we recognize that building communities that are more sustainable and more livable doesn't just help the residents there, it also helps WMATA's ridership.

19. Virgilia Collins

Hi, my name's Virgilia Collins. It's my third time here - I went to the one in Silver Spring and also D.C. And I just want you to know how important it is to have bus service where I live - I live in-between three Metrobus, rails - five bus lines, four of them are Metro buses. And, but before the Metrorails came to where I live, back in '95, I forgot what year they, it opened up, I used to work at nighttime, and I had to walk from D.C. into Maryland, you know, like Branch Avenue and Southern Avenue, or Southern Avenue, Naylor Road. And I've walked from Eastover Shopping Center – I live near Iverson Mall – and I've walked from Southeast, Southern Avenue near Wheeler Road and 23rd Parkway. This was at nighttime; those are long walks. And I used to have to work because I couldn't afford bus fare. And that took about an hour.

Then I used to live near the Hyatt-, near the Green Line Metro in Hyattsville before they brought the subway there, I had to walk if I missed the bus. On weekends, the buses stopped at eight-thirty or nine-thirty; so I had to walk and that took an hour. So, that's one of the reasons I don't want you to cut the rails, and as far as MetroAccess, the same thing. I caught the Metro train here and also vesterday when I went to D.C. And, but then when I went to Silver Spring, I could have caught the train, but I caught MetroAccess because I would've had to catch two buses and two trains, and I don't know how long that would've taken. So I'm saying that to say that I can't walk everywhere. I don't mind walking, but my health is deteriorating. When I was younger and I didn't have a problem walking, but now I can sometimes, it's hard for me to stand up, more or less walk, so that's another reason why I need the bus and MetroAccess.

And, as far as the fare. I think the last time, I mean, Metro fare, on the bus that is, didn't go up ever year. And when I started riding it, in '73, it was like a quarter and it went up forty cents and that was a lot of money back then. So, I don't know, if, I really don't have a problem with you raising the fare, you know, if it's just twenty cents. I don't know you said twenty cents or twenty percent, but if it's just twenty cents, think how long that's been from a quarter to now, two dollars. And if you were to raise the fare every year, divide fifty into two dollars, that's only about five cents, five cents a year, so I have no problem with that one. But, I just, my main concern is keeping the, not cutting the bus service and the Metrorail and maybe cutting back on how long, how often they run, but don't cut them out completely. Thank you.

20. Paul Semelfort

Good evening. I'm Paul Semelfort and I'm speaking as an individual tonight. I am a member of the Accessibility the MetroAccess Advisorv Committee and subcommittee chairperson. So, I'm speaking tonight, of course, about MetroAccess. I know there's been, sort of, a proposed cut to the service area. I know that you, at least for possibly next year, is going to be able to preserve it, which is but this type of cut should never, never great. be considered for the most vulnerable population who needs to get around.

And, being a teacher of students with disabilities, and hearing the person from the ARC in Silver Spring say, the same students I teach, you're cutting off our soul, you're cutting off our independence, our way of life. We don't have another way to get around; the majority of us do not have cars to get around. You're cutting off our life, when we do these types of changes. You know, I hear customers come to my meetings, saying, "I don't know whether or not I may be picked up to get to work or from my home if these changes to through." Or critical medical places. We're asking, begging, please we've got to find better ways to do this, and working with you to do that. And that's all I have to say.

22

Metro Hearing #658

Dockets B24-01 and B24-02: FY2025 Proposed Operating and Capital Budgets and FY2025-2030 Capital Improvement Plan

Virtual/Online Only

February 29, 2024

1. Kevin O'Brien

All right. Hello, everybody, my name is Kevin O'Brien - a DC resident and organizer with the Washington Area Bicyclist Association. Perhaps counterintuitively, I find being a bicycling advocate also means being a transit advocate, because the two modes complement each other directly and indirectly. Directly, transit, and Metrorail in particular, allows bicyclists like me to reach more corners of the region more quickly. A typical journey for me might be biking the one mile to my nearest Metro station, taking Metro across the Potomac into Virginia, and then bicycling another mile or two to my destination. The twenty-, thirty-, or forty-minute walk on each end of those journeys turns into an easy, breezy eight- or ten-minute ride.

Metro's embrace of bicycling, multimodal, over the last several years in the form of allowing bikes on trains at all hours, its thoughtful consideration of the unique needs of bicyclists and multimodal users in its new train car designs and the significant investments in bike storage at stations has truly been one of the most exciting developments for me since moving to the region nearly ten years ago.

But the indirect benefits of transit to bicycling are perhaps more consequential. Every person taking transit is a person who might otherwise be driving, and I think we can all agree that more cars on the road is the exact opposite of what our region needs. More cars worsen already bad congestion and saps valuable time from our daily lives. It increases carbon emissions and air pollution, with the burden falling most heavily on low-income communities and communities of color living nearest our highways. And it exacerbates the risks of roadway violence that continue to claim the lives of more pedestrians and bicyclists, year after year, despite promises from area leaders to stem the tide.

As a bicyclist, the last thing I want to see is an extra ten, fifty or a hundred thousand daily car trips as a result of reduced transit. If you care about the climate, if you care about livability, if you care about roadway safety and Vision Zero, then you have to care about Metro. We need to be putting more money into our transit system, expanding, rather than reducing service hours and frequency to get more folks out of their cars and onto transit. Cuts to service, especially Metrobus, means farther walks for riders, longer waits alongside often busy roadways, and more exposure to vehicular and other types of violence. Station closures means a smaller travel radius, a smaller world, for the tens of thousands of people just like me, without a car.

As a bicyclist, as an environmentalist, as a frequent transit rider, and most importantly as a resident who loves living her, I implore WMATA and our local jurisdictions to continue working to permanently right the fiscal ship to avoid, at all costs, these most drastic cuts and scenarios that have been proposed, and to avoid, to the greatest extent possible, any short-term budgetary sleight of hands that punts a long-term fix and risks future investments and repairs. Appreciate the work you've done and look forward to, um, getting closer.

2. Barbara Glick

Yeah, hi. I want to one hundred percent agree with what Kevin said, a hundred percent. Everything.

But I wanted to address something else. I wanted to address the fact that fares are being evaded, and it's not fair to cut services for those of us who pay for fares. I go on buses often and the fareboxes are not working. I try to pay, I'm trying to pay, most people are so happy that the driver just waves them back, don't pay if the farebox is not working. So, you have a lot of uncollected fares.

I'm tired of going into the Metro, seeing people just, right in front of the station manager, walk right over the, the, faregate, the gate. Why isn't that being addressed? Why isn't fare evasion being addressed? In Luxembourg, all public transportation is free, because of all the reasons that Kevin said. So, we should be increasing our, and this is going to... our access. Why aren't you addressing fare evasion? It's, it's so unfair for those of us who are honest. You know, you want to make it free for everybody? Fine. You want to give farecards to people who y'know are eligible? That's fine.

But the station managers should be empowered, they are disempowered to, to do anything. Right in front of them, they go right in front of them, I see it every day, many, many people, they go right over the fare, the uh, the thing. That's not being addressed, only fare increases are being addressed, and budget cuts. And this is going to unfairly punish those of us with lower income, who cannot, whether you have a car or not people should be riding public transit to get people off the road for all the reasons Kevin said. So, I would like to know why Metro is not addressing fare evasion. That's a big source of lost revenue, and it's not fair to continue this way without addressing that.

3. Andrea Toney

OK, my name is Andrea Toney, and I'm a chair of the Adults with Developmental Disabilities Citizens' Advisory Committee. We're a volunteer advisory committee created by the Maryland legislature and we're based in Prince George's County. We vehemently oppose the proposed Metrobus cuts in Prince George's County and resulting MetroAccess cuts, particularly in the Bowie, Mitchellville, Upper Marlboro and Laurel areas. We believe these cuts fly in the face of transit equity, since these cuts will create transit deserts for whole ZIP codes in places like Mitchellville and Bowie.

We understand that MetroAccess service is tied to fixed-route service and cannot fathom that WMATA planners have proposed cuts where Prince George's County citizens simply do not have any other alternative for transit service. We believe that the proposed bus cuts demonstrate a lack of concern for the citizens. with most vulnerable people developmental disabilities who use MetroAccess. People with developmental disabilities use MetroAccess to go to jobs, often minimum wage, to go to doctor's and therapy appointments, participate in federal and Maryland DDA-funded provider programs and self-directed activities, to shop and remain connected to their families and communities. We understand that simply cutting bus service might seem efficient, but cutting bus service to whole ZIP codes in Prince George's County will result in the creation of transit deserts, where citizens in Prince George's who rely on bus, a bus, or use MetroAccess will not be able to retain jobs, go to doctor's or therapy appointments, go to grocery stores, or do anything except stay at home.

The proposed cuts will hearken back to a time when people with developmental disabilities simply just stayed at home, did not work, were not full members of their community and are plagued by obesity and other health problems because of a lack of mobility. We recommend that WMATA planners consider other alternatives like: increasing bus headways systemwide or on multiple bus lines; lengthening bus routes rather than excluding whole ZIP codes in Prince George's County from any Metrobus and MetroAccess service; expediting the roll out of fare evasion devices and innovative ways to address this problem.

We believe that no municipality would simply recommend cutting police, fire, hospital, or other needed services for citizens in a certain ZIP code or neighborhood while other areas continue to receive these services. We do not believe that WMATA should exclude citizens in Mitchellville, Bowie and other areas of Prince George's County from receiving any Metrobus and any MetroAccess service as a cost-cutting measure. Transit service matters, people with developmental disabilities matter, and WMATA should not create transit deserts.

4. Mamie Small

Good afternoon. Thank you so much. I just want to bring it to your attention that these lines and the times that you are cutting for the riders that might be working to help their families at night and you're cutting the source of transportation at night. What kind of transportation can be provided for them to be able to get to and from work at night after hours or on weekends.

Is there a possibility that you could possibly do a MetroAccess for those people? They can call MetroAccess and make arrangements to have transportation to and from work late at night or on the routes that you are cutting so that they might be able to get to and from work to take care of their families. That is my comment.

5. Matthew Girardi

Good afternoon, all. My name is Mathew Girardi and I am Political and Communications Director for ATU Local 689 and I'm here to speak on Docket B24-02. Local 689 represents over 15,000 transit workers and retirees across the DC Metro area, including over 9000 dedicated and hard-working WMATA employees and retirees.

And, as we all know, our members, and our region faced unprecedented challenges over the last few years. Nonetheless, transit workers have faithfully stayed on the job and kept our region afloat, even through the worst pandemic in over a century.

Since then, we have seen reduced ridership, record inflation, increases in violence and a system pushed to the physical brink, with a stated deficit hundreds of millions of dollars deep. We have been the essential workers to the essential workers. Let me be clear, finding a solution to Metro's longterm and systemic funding problem is essential. It must include regional dedicated funding as well as finally putting real commitments to operating assistance on the table from the federal government. However, the solution cannot and must not fall on the backs of working-class people. It cannot fall on our members, who are, have been deemed front line heroes. Additionally it cannot fall on working-class people, who need reliable service to pick up their kids, to get to work, and to navigate this region.

Let me be clear, indefinitely freezing wages for transit workers, is a short-sighted proposal in this budget. Telling your workers their pay is frozen until further notice, in the midst of a national CDL shortage and an upsurge in violence towards transit workers, is a recipe for disaster. Newer workers will go elsewhere to find jobs with guaranteed pay raises and more safety; older workers will retire. Thus we will undoubtedly be facing a shortage of operators, mechanics and station managers that will translate into service cuts for the public. On a similar note, another proposal on the table is taking \$165 million in preventive maintenance funds to cover holes in operations. This practice is dangerous. And it risks the lives and security of riders, workers and the system alike.

I'll also say that large fare increases of between 12.5% to 25% will hit low-income, working-class and middle-class people the hardest. We need Metro to push as hard as it can to make sure that every elected official in this region knows how vital it is to fund Metro fully, and without these measures, including our federal partners. Local 689 members run a world-class and vital public service, let's not fund it like a low-grate priority. Thank you.

6.Cal Simone

Hi, I have a question before I start, and then I want to share my screen. So, my understanding, I think I understood that are saying you're not rolling back any of the bus routes that you're cancelling – is that right? Or are you still planning to eliminate a large number of bus routes? I just need that question answered. Because my comments, half of my comments are based on that. Alright.

So, my name is Cal Simone. I am not representing any organization. But I am a long-term resident of Ward 3, in Rock Creek West. I've been riding the buses since 1961 when buses were operated by DC Transit. So, the first part of my comments will pertain to three particular routes and I'm going to share my screen to do this.

Let's see… I'm going to try to figure this out as I go. Hopefully this will work. I have no idea if my screen is being shared. You can see a map? OK, good.

The first one is the M4, which you've probably gotten comments from before. Here is the before picture of our service, this is, I think, prior to the pandemic, at this point we only had three routes going through our area, this area up here, which is about to be turned into a bus desert. We had the E4, the M4 and the E6. The E6 is gone, and I'll let others comment on that, but you're proposing removing the M4, which now runs down Nebraska Avenue and all the way to Sibley. First of all, eliminating access to Sibley hospital, with the removal of that and the removal of the D6, there's no bus service, no DC bus service to Sibley.

Which, this neighborhood up here, that I'm circling my mouse around, is, is the highest concentration of seniors in the area. Many of them live individual homes, some of them live in apartment buildings, but they rely on transit. The M4 is also used by school kids, as was the E6 and the E4. Well, that leaves us in the new map, with just one map, which is the E4. And I also want to make sure that the E4 stays routed along McKinley Street and not rerouted to Military Road because that'll make this whole area, this whole triangle up here. So you have this big area which will turn into a bus desert, you know, and then this one down here, near Sibley, will be a bus desert as well. So those are my comments about those individual...

There's one more route, which is the L8; I don't have it on the map, but it's also gone from the new plan. There's no way to get from the District up to Kensington to Kaiser, for example. There's no easy way to get to Wheaton or Aspen Hill without having to do it.

And lastly, many of the changes require a bus, to a Metro, perhaps to another Metro, to another bus. I mean, to get from here to Wheaton would require a bus from here, around, Red Line all the way to Wheaton. It's nuts.

So, that's the first thing. I'm going to stop sharing my screen - how do I do that? Stop sharing, OK.

Last comments I'll make is about the general state of transit. The City of San Francisco, people keep comparing this city to other cities, this is 49 square miles, has, has a bus stop within a quarter mile of every single household in the city. I would love to see a bus that just snakes through Chevy Chase and snakes through some of these other areas, that just runs every twenty or thirty minutes that goes through the neighborhood, picking up people and taking them to the nearest Metro station, that would be great. In this case would be Friendship Heights.

Lastly, if the mayor wants to reduce reliance on cars, it cannot reduce bus service; we cannot reduce service near, nearly entirely to the largely concentration of seniors who depend on those cars. And as another speaker said before, bicycle service in those other cities, San Francisco, New York, only works if you have a robust bus system... That's my final comment that robust service is needed to support the bicycle network as well.

7. Kevin Hsu

Kevin Hsu, living in Loudoun County, representing myself. One suggestion that I had was that the two airports that MWAA, the Metropolitan Washington Airports Authoring manages, being National and Dulles, see a combined fifty million passengers as of 2023, so why not push for, like an additional \$15 user fee added to like every ticket, crossing, through those airports, which would immediately close the \$750 million gap. And if that's not allowed, lobby the FAA or Congress to allow for such transit-supporting fees. And unlike a gasoline tax, air travel isn't going away any time soon, such fees are... (unintelligible).

8. Melissa Schweisguth

Hi, thank you, sorry, I had to get out of a work meeting, just to jump off and do this call. So, thank you very much for taking my feedback, my name is Melissa Schweisguth and I live in Hyattsville, Maryland. That's, it's District 2 in Prince George's County, and really just wanted to express, you know, number one, concern for all the proposed cuts. And I want to let you know, I'm certainly, I have been advocating and I continue to advocate for full funding for Metro from my state. I'm begetting my county officials, also, to, to support that.

I'm very much a supporter of public transit, I count on WMATA to get to and from work. I wind up running and biking, bike commuting a lot, but definitely, you know, use it to get home. Have used the bus, have been really excited to discover some of, some of the bus routes. But I'm very concerned about the proposed cuts, particularly in Prince George's, proposing to eliminate 67 bus lines total, and 22 of those are in Prince George's County. Our county has a lot of lower-income individuals who really depend on bus transit. Our county is very dependent on WMATA for bus transit. So 22 of those routes you're proposing to cut are in our county. Also concerned about the Silver Line turnbacks, and the, particularly with the rail system shutting down at ten. We saw what, what those early shutdowns did to the economy and to folks, particularly working, working folks, shift folks before. If these cuts go through they'll impact about 14,000 people in my county, particularly the transit-dependent households in South County and along our Blue Line. So, I just wanted to ask you to please, please reverse these cuts. And please continue to advocate for full funding and help us advocate for full funding, and thanks for all you do. Thanks for taking my comments, I really appreciate it.

9.Heidi Case

Thank you so much. My name is Heidi Case. I live in the District, Ward 2. I was on, ten years ago, 2013-2015, on WMATA's Accessibility Advisory Committee. I am a wheelchair user. Since then, advocating for accessible transportation is one of my primary focuses. For the last three years, I chaired DC's Multi-modal Accessibility Advisory Committee, appointed by the mayor to advise DDOT on these kinds of issues. I've chaired, also in the last several years, the Taxi Accessibility Advisory Committee and worked closely with Christiaan Blake on Transport DC, the taxi alternative to MetroAccess.

I'm very concerned about some of the cuts, even under the newer projected budget. About a year ago, MetroAccess begin using taxis, and then eventually, even Uber, to prom-, as an alternative to... that they actually, utilized for specific MetroAccess trips, but none of them are vehicles that wheelchair users can have. So, for about a year now, that's been going on, and the inequity is that that was considered a pilot and everyone able to use that alternative got free trips, and no one in a wheelchair could. Some of Metro's reasons were not to pull the limited number of wheelchair cabs off the street.

Now, understand, in the new budget, you intend to ever increase those numbers. I'm concerned about further segregating wheelchair-user services from people who do not, and the difference in quality. When taxis and Uber does it, you can pick when you, and let them know when you want them to come. That doesn't happen for using MetroAccess vans. The concern I see in this newest budget about cutting escalator and elevator repair costs is concerning because I do use public transit whenever I can. I hear the time, I want to say, it costs you \$50 to take me on MetroAccess, free if I take bus and rail, so don't screw my ability to do that by cutting elevator repairs. That's not even fiscally responsible. Thank you so much for letting me speak.

10. Asha Madgison

Good afternoon. My name is Asha Madgison. The biggest problem is we take everything away from those that have nothing and give it to people that have more. We cannot completely cut routes or stations because people will not be able to get to work or will have to walk hours. Some people are already walking much more than half an hour. If this is passed, I will have absolutely no transportation on the weekend. It is better to decrease service on routes and Metro, rather than to eliminate them, so that everyone can get to work.

Similarly, fare evasion is the last thing we should be worried about. People do not evade because it is fun to jump the gate. They do it because they need to get work. The point of public transportation is to commute people, not to harass the poor. Again, it is better for it to be a little bit harder for everyone than to completely cut some people off.

It is ridiculous we're even having this conversation. We all, including the leaders of transportation, need to make so much more noise about taking military money and giving it to transportation. Vote for Marianne Williamson for president. Cease fire, now. Thank you so much.

11. Terry Powers

Hi, my name is Terry Powers. I'm a board member of the Sligo Creek Chapter of the NFB of Maryland. My big concern is MetroAccess. There are very many people that depend on MetroAccess to get to work, to get to medical appointments, to get to, like, you know, like activities, like meetings and social activities – that's the word I was looking for there. And MetroAccess depends on where the bus route is in regards to your home and we cannot afford to get these routes cut, because...

I'm a blind, multi-handicapped person and I depend on MetroAccess for, like long distances, like to get to my NFB meeting, to get to the airport when I need to go on a trip, or many other things that are far away that I cannot afford to take a cab to.

And I agree with almost everything that's been said here today. The subways and the buses are very important things for all of us and we do need to reduce all the cars that are on the road and try to use buses as much as possible. The other thing is these bike lanes that have been created are very dangerous for blind and multi-handicapped people. Whoever came up with this idea never, like spoke to handicapped people and looked into the dangers involved with how a blind person's supposed to cross those bike lanes to get to a bus stop. Same thing with a wheelchair.

I'm just trying to let people know that MetroAccess is a very, very important thing to us. Thank you.



APPENDIX B

CUSTOMER FEEDBACK ON PROPOSALS

Appendix B: FY 2025 Budget – Customer Feedback on Proposals

Summary Results of Survey Responses Collected from Metrorail and Metrobus Riders through Public Outreach Efforts

Office of Customer Research Document Date: 3/14/2025

Executive Summary of Public Feedback from Customer Survey

The survey received over responses from customers. For each budget proposal respondents were asked: "Are you in favor of the above proposal?" The percentages of "Yes" versus "No" answers are summarized below.

Metrorail Service Proposals

- Decrease Metrorail Hours of Operation: Yes- 5%, No- 90%.
- Increase Metrorail Hours of Operation Weekends Latenight: Yes- 87%, No- 6%.
- Increase Metrorail Hours of Operation Weekend in the Morning: Yes- 72%, No- 9%.
- Close up to 10 Stations: Yes- 9%, No- 73%.
- Turn back Silver Line trains at Stadium-Armory: Yes-30%, No-20%.
- Turn back every other Red Line train at Grosvenor-Strathmore and Silver Spring: Yes-30%, No-37%.
- Decrease service on all lines weekdays every 15 minutes: Yes-8%, No- 85%.
- Decrease service on all lines weekends every 20 minutes: Yes- 8%, No- 84%.
- Eliminate Weekday Rush Hour Service on all Lines: Yes-9%, No-80%.
- Reducing service on certain holidays: Yes-81%, No-12%.

Metrobus Service Proposals

Note: high percentages of customers were "not sure" about the bus proposals, most likely because they were not impacted.

- Eliminate Service on 83 of 184 routes: Yes-4%, No-83%.
- Reduce Service on 51 of 184 routes: Yes-9%, No-60%.
- **Decrease Hours of Operation:** Yes-16%, No-37%.
- Decrease Days of Operation: Yes-8%, No-55%.
- Decrease Frequency on Select Routes: Yes-11%, No-48%.



Executive Summary of Public Feedback from Customer Survey

The survey received over responses from customers. For each budget proposal respondents were asked: "Are you in favor of the above proposal?" The percentages of "Yes" versus "No" answers are summarized below.

Fare Proposals

- Up to 25% fare increase: Yes- 24%, No 65%.
- Increase parking rates by 20%: Yes- 42%, No- 36%.
- Change Bike Locker rental fee: Yes- 40%, No- 24%.

MetroAccess Service Proposals

- Reduced service area due to a reduction in fixed-route bus service: Yes- 11%, No- 77%.
- Decrease the MetroAccess Hours: Yes- 35%, No- 42%.

Capital Budget Proposal

87% of respondents were in favor of using the capital budget as described in the proposal.



Public Feedback on FY2025 Fare and Service Proposals

WMATA's Office of Customer Research, in collaboration with the Budget Project Team and the External Relations team, gathered feedback from Metrorail and Metrobus customers – via an online survey – on fare and service changes contained in the FY2025 Budget Proposal.

The survey was in field from February 9, 2024 to March 5, 2024. Over 8132 respondents provided feedback to at least one proposal this included 85 responses to the Spanish language version of the survey. The survey collected feedback on the following:

A. Fare Changes

- Proposed Changes:
 - Increase all fares by 25% (with \$2.50 base fare)
 - Increase daily parking fees by 20%
 - Change the rental fee structure for bike lockers to a daily fee

B. MetroAccess

- Proposed Changes:
 - Reduce the MetroAccess service area due to cuts in the fixed bus network.
 - Provide MetroAccess service hours with those of equivalent fixed route bus and rail services.

C. Metrorail

- Proposed Changes:
 - Close 10 lower ridership stations
 - Turn back every other Red Line train at Grosvenor-Strathmore and Silver Spring
 - Turn back Silver Line trains at Stadium-Armory
 - Decrease service on all lines weekdays every 15 minutes, weekends every 20 minutes
 - Decrease Hours of operation: Close the rail system at 10 p.m. or keep existing rail system hours and open earlier and close later on weekends: open at 6 a.m. on Saturdays and Sundays, close at 2 a.m. on Fridays and Saturdays

D. Metrobus

• Proposed Changes:

E. Capital Budget Proposal

- Eliminate service on 83 of 184 routes
- Reduce service on 51 of 184 routes
- Decrease hours of operation on 25 routes
- Decrease days of operation on 20 routes
- Decrease frequency of service on 16 routes



Contents

- I. Fare Proposals (Slides 6-12)
 - i. Increase all fares by up to 25% (with \$2.50 base fare) (Slide 7-8)
 - ii. Increase daily parking fees by 20%(Slide 9-10)
 - iii. Change Bike Locker Rental Fee (Slide 11-12)
- II. MetroAccess Proposals (Slides 13-17)
 - i. MetroAccess Proposal 1: Reduced Service Area (Slides 14-15)
 - ii. MetroAccess Proposal 2: Decrease the MetroAccess Hours (Slides 16-17)
- III. Metrorail Proposals (Slides 18-37)
 - i. Metrorail Proposal 1: Decrease Metrorail Hours of Operation (Slides 19-20)
 - ii. Metrorail Proposal 2: Increase Metrorail Hours of Operation Weekends Late night (Slides 21-22)
 - iii. Metrorail Proposal 3: Increase Metrorail Hours of Operation Weekend in the Morning (Slides 23-24)
 - iv. Metrorail Proposal 4: Close up to 10 Stations (Slides 25-26)
 - v. Metrorail Proposal 5: Turn back Silver Line trains at Stadium Armory (Slides 27-28)
 - vi. Metrorail Proposal 6: Turn back half of all Red Line trains at Grosvenor and Silver Spring (Slides 29-30)
 - vii. Metrorail Proposal 7: Decrease Weekday Frequency on All Lines (Slides 31-32)
 - viii. Metrorail Proposal 8: Decrease Weekend Frequency on All Lines (Slides 33-34)
 - ix. Metrorail Proposal 9: Eliminate Weekday Rush Hour Service on all Lines (Slides 35-36)
 - x. Reducing Metrorail Service on Certain Holidays (Slide 37)
- IV. Metrobus Proposals (Slides 38-48)
 - i. Metrobus Proposal 1: Eliminate Service on Metrobus (Slides 39-40)
 - ii. Metrobus Proposal 2: Eliminate Metrobus Service on Parts of Route (Slides 41-42)
 - iii. Metrobus Proposal 3: Decrease Hours of Operation (Slides 43-44)
 - iv. Metrobus Proposal 4: Decrease Weekend Service (Slides 45-46)
 - v. Metrobus Proposal 5: Decrease Frequency of Service (Slides 47-48)
- V. Capital Budget (Slides 49-51)
- VI. Budget Priorities (Slides 52-53)
- VII. Overall Survey Demographics (Slide 54)
- $_{5}$ VIII. Weighting of Responses (Slide 55)

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY





I. Fare Proposals



471 of 552

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Metro is proposing to increase all fares by 25%:

- Metrorail fares would range from \$2.50 to \$7.50 on weekdays
- \$2.50 Metrorail flat fare on late-night/weekends
- Metrobus would have a \$2.50 base fare with an express bus fare of \$5.30.
- Where appropriate, the transfer discount from rail-to-bus and bus-to-rail will increase to \$2.50.
- The MetroAccess fare cap would increase to \$5.95.

Pass product prices will increase by an average of 25%, with variations in increases ranging from 15% to 35%, depending on the type of pass (e.g., bus pass, unlimited pass) and its duration (e.g., 1-day, 3-day, 7-day).

Are you in favor of the proposal above?

Response: Increase all fares by 25% (with \$2.50 base fare)

	Response Count	Yes	No	Not Sure
Responses Weighted to Match System Demographics*	-	21%	70%	10%
All Survey Respondents (Unweighted)	4320	24%	65%	12%
Notable Subset:				
Current Metrorail Riders	3841	24%	65%	11%
Those who live & work in DC (i.e. pay base fare)	1402	24%	63%	13%
Those who commute into DC (i.e. pay more than base fare)	964	24%	66%	10%
Current Metrobus Riders	2782	22%	67%	11%
Protected Populations:				
Minority Respondents	1332	18%	74%	9%
Low Income Respondents	590	11%	84%	5%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.



Question	
If the proposal above were adopted, would	b
that increase or decrease your likelihood of	of
choosing Metro over other travel options in	n
the future?	

Response: Increase all fares by 25% (with \$2.50 base fare)

	Response Count	Increase Likelihood of Choosing Metro	Decrease Likelihood of Choosing Metro	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	-	3%	62%	36%
All Survey Responses Unweighted	8132	2%	57%	41%
Notable Subsets:				
Current Metrorail Riders	3670	2%	60%	38%
Those who live & work in DC (i.e. pay base fare)	1335	1%	55%	44%
Those who commute into DC (i.e. pay more than base fare)	916	2%	58%	40%
Current Metrobus Riders	2653	2%	59%	39%
Protected Populations:				
Minority Respondents	1265	2%	67%	31%
Low Income Respondents	567	3%	78%	19%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Fare Proposal 2: Increase daily parking fees by 20%

Question

Metro is proposing a 20% increase in daily parking fees, monthly reserved parking fees, and the hourly parking rate, with daily and monthly prices varying based on the station you park at.

The following table summarizes these increases:

	Before	After	
Daily Parking	\$3.00 to \$5.20	\$3.40 to \$5.95	
Fees	φ3.00 το φ5.20	φ3.40 t0 φ3.95	
Monthly			
reserved	\$45.00 to \$65.00	\$54.00 to \$78.00	
parking fees			
Hourly parking	\$1.00	\$1.20	
rate	φ1.00	φ1.20	

Are you in favor of the proposal above?

Response: Increase daily parking fees by 20%

	Response Count	Yes	No	Not Sure
Responses Weighted to Match System Demographics*	-	37%	44%	19%
All Survey Respondents	4337	42%	36%	22%
Notable Subset:				
Current Metrorail Riders	3831	43%	36%	21%
Current Metrobus Riders	2775	43%	35%	23%
Current Park & Ride Users	1075	35%	57%	9%
Protected Populations:				
Minority Respondents	1329	32%	48%	19%
Low Income Respondents	590	28%	52%	20%

*Note: These percentages would obtain if the survey responses were properly adjusted to WASHINGTON METROPC match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.



Response: Increase daily parking fees by 20%

d of in		Response Count	Increase Likelihood of Choosing Metro	Decrease Likelihood of Choosing Metro	No Impact on My Travel Choices
	All Survey Responses Weighted to Match System Demographics*	-	5%	43%	52%
	All Survey Responses Unweighted	3410	5%	34%	61%
	Notable Subsets:				
	Current Metrorail Riders	2996	5%	34%	61%
	Current Metrobus Riders	2127	6%	33%	61%
	Current Park & Ride Users	1007	3%	51%	46%
	Protected Populations:				
responses were ne 2022/2023	Minority Respondents	1092	6%	47%	48%
us Passenger	Low Income Respondents	463	6%	53%	41%



Question

If the proposal above were adopted, would that increase or decrease your likelihood of choosing Metro over other travel options in the future?

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Fare Proposals 3: Change Bike Locker Rental Fee

Question

Metro is proposing changing the rental fee for bicycle lockers from a \$120 annual fee to an hourly rental fee of \$0.05 per hour, up to a maximum of \$1.00 per day.

Annual bicycle locker rentals will no longer be offered. Instead, access to bicycle lockers will be provided on a first-come, first-served basis and can be requested on demand.

Are you in favor of the proposal above?

Response: Change Bike Locker Rental Fee

	Response Count	Yes	No	Not Sure
Responses Weighted to Match System Demographics*	-	39%	28%	34%
All Survey Respondents	4321	40%	24%	37%
Notable Subset:				
Current Metrorail Riders	3851	40%	24%	37%
Current Metrobus Riders	2764	39%	25%	36%
Protected Populations:				
Minority Respondents	1325	38%	30%	32%
Low Income Respondents	586	31%	35%	35%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

If the proposal above were adopted, would that increase or decrease your likelihood of choosing Metro over other travel options in

the future?

Response: Change Bike Locker Rental Fee

^	Notable Subsets:
Cur	rent Metrorail Ri
Cur	rent Metrobus R
F	Protected Populat
Min	ority Responder
obtain if the survey responses were mographics from the 2022/2023	v Income Respor
or the 2018 Metrobus Passenger e Slide 55.	

	Response Count	Increase Likelihood of Choosing Metro	Decrease Likelihood of Choosing Metro	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	-	15%	25%	60%
All Survey Responses Unweighted	2896	15%	19%	67%
Notable Subsets:				
Current Metrorail Riders	2572	15%	19%	67%
Current Metrobus Riders	1880	15%	20%	65%
Protected Populations:				
Minority Respondents	941	14%	27%	59%
Low Income Respondents	407	14%	33%	53%



II. MetroAccess Proposals

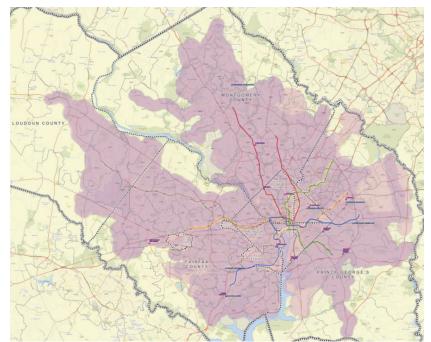


MetroAccess Proposal 1: Reduced Service Area

Question

Metro is proposing to shrink the MetroAccess service area due to cuts in the fixed bus network.

Federal law mandates paratransit service within ³/₄ of a mile of fixed route bus service and rail stations. About 20% of MetroAccess trips would be affected as they either exceed the current legally required service area or would fall outside it if the proposed FY25 budget bus and rail service cuts occur.



Are you in favor of this proposal?

Response: Reduced service area

	Response Count	Yes	No	Not Sure
Responses Weighted to Match System Demographics*	-	10%	78%	12%
All Survey Respondents	1108	11%	77%	12%
Notable Subset:				
Current MetroAccess Riders	253	8%	85%	7%
Protected Populations:				
Minority Respondents	420	9%	80%	12%
Low Income Respondents	252	6%	84%	10%

*Note: These percentages would obtain if the survey responses were properly adjusted to

WASHINGTON METROPC match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018⁵² Metrobus Passenger Survey. For more information, see Slide 55.



MetroAccess Proposal 1: Reduced Service Area

Response: Reduced service area

	Response Count	Increase Likelihood of Choosing MetroAccess	Decrease Likelihood of Choosing MetroAccess	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	-	6%	72%	22%
All Survey Responses Unweighted	792	3%	69%	28%
Notable Subsets:				
Current MetroAccess Riders	223	8%	82%	10%
Protected Populations:				
Minority Respondents	340	6%	74%	20%
Low Income Respondents	205	5%	82%	14%

Question

If the proposal above were adopted, would that increase or decrease your likelihood of choosing MetroAccess over other travel options in the future?

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.



MetroAccess Proposal 2: Decrease the MetroAccess Hours

Question

Metro is proposing to provide MetroAccess service throughout the same hours as equivalent fixed route bus and rail service.

As a reminder, Metro is considering two proposals for the rail system hours. The first option is to close the system at 10 p.m. every day. The second option maintains current hours but extends service on weekends, with the system opening at 6 a.m. on Saturdays and Sundays and closing at 2 a.m. on Fridays and Saturdays.

Metrobus routes will have varying hours, but almost all routes will still operate between 7 a.m. and 9 p.m. at a minimum.

As a result, the proposed service area of Metro Access will vary depending on the day and time.

Are you in favor of this proposal?

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Response: Decrease the MetroAccess Hours

	Response Count	Yes	No	Not Sure
Responses Weighted to Match System Demographics*	-	36%	44%	20%
All Survey Respondents	1103	35%	42%	24%
Notable Subset:				
Current MetroAccess Riders	251	30%	59%	12%
Protected Populations:				
Minority Respondents	416	36%	45%	19%
Low Income Respondents	250	35%	46%	18%



Response: Decrease the MetroAccess Hours

Question If the proposal above were adopted, would that increase or decrease your likelihood of choosing MetroAccess over other travel options in the future?		Response Count	Increase Likelihood of Choosing MetroAccess	Decrease Likelihood of Choosing MetroAccess	No Impact on My Travel Choices
	All Survey Responses Weighted to Match System Demographics*	-	26%	52%	23%
	All Survey Responses Unweighted	737	21%	50%	29%
	Notable Subsets:				
	Current MetroAccess Riders	209	23%	66%	11%
	Protected Populations:				
	Minority Respondents	320	26%	53%	22%
	Low Income Respondents	187	25%	56%	20%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.



II. Metrorail Proposals



Metro is proposing to close the rail system at 10 p.m., seven days a week.

Are you in favor of this proposal?

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Response: Decrease Metrorail Hours of Operation

	Response Count	Yes	Νο	Not Sure
All Survey Responses Weighted to Match System Demographics*	-	6%	90%	4%
All Survey Responses Unweighted	5412	5%	90%	5%
Notable Subsets:				
Current Metrorail Riders	4875	5%	91%	4%
Those who used Metrorail in the evening (past 7 pm)	3091	3%	95%	2%
Protected Populations:				
Minority Respondents	1604	6%	89%	5%
Low Income Respondents	703	5%	92%	4%



Metrorail Proposal 1: Decrease Metrorail Hours of Operation

Question

Would the above change increase or decrease your likelihood of choosing Metrorail over other travel options in the future?

Response: Decrease Metrorail Hours of Operation

	Response Count	Increase Likelihood of Choosing Metrorail	Decrease Likelihood of Choosing Metrorail	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	-	4%	85%	11%
All Survey Responses Unweighted	5035	2%	87%	11%
Notable Subsets:				
Current Metrorail Riders	4550	2%	88%	10%
Those who used Metrorail in the evening (past 7 pm)	2981	1%	93%	6%
Protected Populations:				
Minority Respondents	1493	4%	86%	10%
Low Income Respondents	666	5%	88%	7%

485 of 552

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Metro is also proposing to keep existing rail system hours and close later on weekends.

The rail system would close at 2 a.m. on Fridays and Saturdays.

Are you in favor of the above proposal?

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Response: Increase Metrorail Hours of Operation Weekends Late-night

	Response Count	Yes	Νο	Not Sure
All Survey Responses Weighted to Match System Demographics*	-	88%	6%	6%
All Survey Responses Unweighted	5411	87%	6%	7%
Notable Subsets:				
Current Metrorail Riders	4874	87%	6%	7%
Those who used Metrorail in the evening (past 7 pm)	3090	90%	5%	5%
Those who used Metrorail on the weekend	3643	90%	5%	5%
Protected Populations:				
Minority Respondents	1602	88%	7%	5%
Low Income Respondents	704	88%	7%	5%



Would the above changes increase or decrease your likelihood of choosing Metrorail over other travel options in the future?

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Response: Increase Metrorail Hours of Operation Weekends Late-night

	Response Count	Increase Likelihood of Choosing Metrorail	Decrease Likelihood of Choosing Metrorail	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	-	78%	3%	19%
All Survey Responses Unweighted	4932	77%	3%	20%
Notable Subsets:				
Current Metrorail Riders	4471	79%	3%	18%
Those who used Metrorail in the evening (past 7 pm)	2927	84%	3%	13%
Those who used Metrorail on the weekend	3430	83%	2%	14%
Protected Populations:				
Minority Respondents	1491	79%	4%	17%
Low Income Respondents	660	85%	4%	11%

Metro is also proposing to keep existing rail system hours and open earlier on weekends.

The rail system would open at 6 a.m. on Saturdays and Sundays.

Are you in favor of the above proposal?

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Response: Increase Metrorail Hours of Operation Weekend in the Morning

	Response Count	Yes	Νο	Not Sure
All Survey Responses Weighted to Match System Demographics*	-	75%	8%	17%
All Survey Responses Unweighted	5403	72%	9%	19%
Notable Subsets:				
Current Metrorail Riders	4866	72%	9%	19%
Those who used Metrorail in the morning (5am to 9:30am)	3418	72%	9%	18%
Those who used Metrorail on the weekend	3637	76%	8%	17%
Protected Populations:				
Minority Respondents	1602	78%	7%	15%
Low Income Respondents	703	79%	7%	14%



Would the above changes increase or decrease your likelihood of choosing Metrorail over other travel options in the future?

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Response: Increase Metrorail Hours of Operation Weekend in the Morning

	Response Count	Increase Likelihood of Choosing Metro	Decrease Likelihood of Choosing Metro	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	-	67%	2%	32%
All Survey Responses Unweighted	4566	63%	1%	36%
Notable Subsets:				
Current Metrorail Riders	4124	64%	1%	35%
Those who used Metrorail in the morning (5am to 9:30am)	2930	65%	1%	34%
Those who used Metrorail on the weekend	3169	68%	1%	31%
Protected Populations:				
Minority Respondents	1387	70%	2%	28%
Low Income Respondents ETROPOLITAN AREA TRANSIT AUTHORITY	618	71%	2%	27% 89 of 552

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Response: Close up to 10 Stations

Question

Metro is proposing to close up to 10 of the 98 Metrorail stations to customers. Stations would be selected based on low ridership, avoiding closing two consecutive stations on the same line.

Are you in favor of the above proposal?

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

	Response Count	Yes	Νο	Not Sure
All Survey Responses Weighted to Match System Demographics*	-	10%	73%	17%
All Survey Responses Unweighted	5409	9%	73%	18%
Notable Subsets:				
Current Metrorail Riders	4873	8%	74%	18%
Riders From Bottom 20 Lowest Ridership Stations in CY 23	716	7%	79%	14%
Protected Populations:				
Minority Respondents	1603	10%	72%	18%
Low Income Respondents	703	8%	74%	18%



Response: Close up to 10 Stations

Question

Would the above change increase or decrease your likelihood of choosing Metrorail over other travel options in the future?

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

	Response Count	Increase Likelihood of Choosing Metrorail	Decrease Likelihood of Choosing Metrorail	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	-	4%	83%	13%
All Survey Responses Unweighted	4025	3%	85%	12%
Notable Subsets:				
Current Metrorail Riders	3638	3%	86%	12%
Riders From Bottom 20 Lowest Ridership Stations in CY 23	582	2%	88%	10%
Protected Populations:				
Minority Respondents	1235	4%	82%	14%
Low Income Respondents	567	5%	84%	11%



Metrorail Proposal 5: Turn back Silver Line trains at Stadium-Armory

Question

Metro is proposing to operate all Silver Line trains between Ashburn and Stadium-Armory at all times, instead of between Ashburn and Downtown Largo.

Are you in favor of the above proposal?

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Response: Turn back Silver Line trains at Stadium-Armory

	Response Count	Yes	Νο	Not Sure	
All Survey Responses Weighted to Match System Demographics*	-	30%	24%	47%	
All Survey Responses Unweighted	5390	30%	20%	50%	
Notable Subsets:					
Current Metrorail Riders	4858	30%	20%	50%	
Silver Line Riders	3745	32%	22%	46%	
Riders between Stadium-Armory to Downtown Largo.	171	16%	61%	23%	
Protected Populations:					
Minority Respondents	1597	29%	24%	47%	
Low Income Respondents	700	25%	25% ⁴	92 of 55 50%	

Response: Turn back Silver Line trains at Stadium-Armory

Question

Would the above change increase or decrease your likelihood of choosing Metrorail over other travel options in the future?

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

		Response Count	Increase Likelihood of Choosing Metrorail	Decrease Likelihood of Choosing Metrorail	No Impact on My Travel Choices
	All Survey Responses Weighted to Match System Demographics*	-	16%	26%	59%
	All Survey Responses Unweighted	3175	13%	20%	67%
	Notable Subsets:				
	Current Metrorail Riders	2858	14%	20%	67%
	Silver Line Riders	2305	13%	21%	66%
	Riders between Stadium-Armory to Downtown Largo.	141	14%	62%	24%
oonses were	Protected Populations:				
122/2023 assenger	Minority Respondents	1027	17%	26%	57%
WASHINGTON METROP	Low Income Respondents	416	20%	28% 493 o	^{f 552} 52%

Metro is proposing to adjust some Red Line trains' starting and ending points with two service patterns.

Weekdays:

- Trains run every 7.5 minutes between Silver Spring and Grosvenor.
- Trains run every 15 minutes between Grosvenor-Shady Grove and Silver Spring-Glenmont.

Weekends:

- Trains run every 10 minutes between Silver Spring and Grosvenor.
- Trains run every 20 minutes between Grosvenor-Shady Grove and Silver Spring-Glenmont.

In other words, wait times between trains from Grosvenor to Silver Spring would be half as long as those between Shady Grove and Glenmont sections.

Are you in favor of the above proposal?

Response: Turn back half of all Red Line trains at Grosvenor and Silver Spring

trains at crostener and cirter opring				
	Response Count	Yes	No	Not Sure
All Survey Responses Weighted to Match System Demographics*	-	30%	37%	33%
All Survey Responses Unweighted	5389	30%	37%	33%
Notable Subsets:				
Current Metrorail Riders	4854	30%	37%	33%
Red Line Riders	4680	30%	40%	30%
Riders between Grosvenor to Shady Grove or Silver Spring to Glenmont.	643	15%	75%	9%
Protected Populations:				
Minority Respondents	1593	30%	37%	33%
Low Income Respondents	700	29%	37%	34%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Pagenger Survey. For more information, see Slide 55.



Would the above changes increase or decrease your likelihood of choosing Metrorail over other travel options in the future?

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Response: Turn back half of all Red Line trains at Grosvenor and Silver Spring

	Response Count	Increase Likelihood of Choosing Metrorail	Decrease Likelihood of Choosing Metrorail	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	-	17%	43%	40%
All Survey Responses Unweighted	3762	15%	42%	43%
Notable Subsets:				
Current Metrorail Riders	3390	15%	43%	42%
Red Line Riders	3351	15%	45%	40%
Riders between Grosvenor to Shady Grove or Silver Spring to Glenmont.	580	9%	80%	12%
Protected Populations:				
Minority Respondents	1149	19%	43%	39%
Low Income Respondents	501	23%	43%	34%

Metro is proposing to decrease weekday service frequency on the Blue, Orange, Silver, Green and Yellow lines up to every 15 minutes.

Both Red Line service patterns (as explained in the previous question) will operate every 15 minutes on weekdays.

Are you in favor of the above proposal?

Response: Decrease Weekday Frequency on

All Lines

	Response Count	Yes	No	Not Sure
All Survey Responses Weighted to Match System Demographics*	-	9%	83%	8%
All Survey Responses Unweighted	5403	8%	85%	7%
Notable Subsets:				
Current Metrorail Riders	4868	7%	87%	7%
Weekday Metrorail Riders	4599	7%	87%	7%
Protected Populations:				
Minority Respondents	1600	10%	82%	8%
Low Income Respondents	702	11%	79%	10%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.



Would the above changes increase or decrease your likelihood of choosing Metrorail over other travel options in the future?

Response: Decrease Weekday Frequency on All Lines

	Response Count	Increase Likelihood of Choosing Metrorail	Decrease Likelihood of Choosing Metrorail	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	-	4%	81%	14%
All Survey Responses Unweighted	5009	2%	84%	13%
Notable Subsets:				
Current Metrorail Riders	4542	2%	86%	12%
Weekday Metrorail Riders	4297	2%	86%	11%
Protected Populations:				
Minority Respondents	1478	5%	83%	12%
Low Income Respondents	639	6%	79%	14%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.



Metro is proposing to decrease weekend service frequency on the Blue, Orange, Silver, Green and Yellow lines up to every 20 minutes.

Both Red Line service patterns (as explained in the previous question) will operate every 20 minutes on weekends.

Are you in favor of the above proposal?

Response: Decrease Weekend Frequency on

<u>All Lines</u>

	Response Count	Yes	No	Not Sure
All Survey Responses Weighted to Match System Demographics*	-	9%	83%	8%
All Survey Responses Unweighted	5397	8%	84%	8%
Notable Subsets:				
Current Metrorail Riders	4862	7%	86%	7%
Weekend Metrorail Riders	3636	5%	90%	5%
Protected Populations:				
Minority Respondents	1600	9%	83%	8%
Low Income Respondents	701	7%	85%	8%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Page Survey. For more information, see Slide 55.



Would the above changes increase or decrease your likelihood of choosing Metrorail over other travel options in the future?

Response: Decrease Weekend Frequency on All Lines

	Response Count	Increase Likelihood of Choosing Metrorail	Decrease Likelihood of Choosing Metrorail	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	-	3%	84%	14%
All Survey Responses Unweighted	4986	1%	86%	12%
Notable Subsets:				
Current Metrorail Riders	4525	1%	88%	11%
Weekend Metrorail Riders	3448	1%	91%	8%
Protected Populations:				
Minority Respondents	1470	3%	84%	13%
Low Income Respondents	631	4%	85%	11%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.



Metro is proposing to eliminate weekday rush hour service such that Metrorail will operate at the same frequency from opening until closing.

There would be no additional service during morning and afternoon rush hours.

Are you in favor of the above proposal?

Response: Eliminate Weekday Rush Hour

Service on all Lines

	Response Count	Yes	No	Not Sure
All Survey Responses Weighted to Match System Demographics*	-	12%	78%	10%
All Survey Responses Unweighted	5399	9%	80%	10%
Notable Subsets:				
Current Metrorail Riders	4863	9%	81%	10%
AM Rush Hour Riders	3418	8%	84%	8%
PM Rush Hour Riders	4163	8%	83%	9%
Protected Populations:				
Minority Respondents	1598	12%	78%	11%
Low Income Respondents	700	11%	79%	10%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.



Would the above changes increase or decrease your likelihood of choosing Metrorail over other travel options in the future?

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Response: Eliminate Weekday Rush Hour Service on all Lines

	Response Count	Increase Likelihood of Choosing Metrorail	Decrease Likelihood of Choosing Metrorail	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	-	5%	75%	20%
All Survey Responses Unweighted	4839	3%	78%	19%
Notable Subsets:				
Current Metrorail Riders	4391	3%	79%	18%
AM Rush Hour Riders	3165	3%	81%	16%
PM Rush Hour Riders	3804	3%	81%	17%
Protected Populations:				
Minority Respondents	1425	7%	77%	17%
Low Income Respondents	621	7%	78%	15%



Metro is proposing to eliminate weekday rush hour service such that Metrorail will operate at the same frequency from opening until closing.

There would be no additional service during morning and afternoon rush hours.

Are you in favor of the above proposal?

Response: Reducing Metrorail Service on Certain Holidays

	Response Count	Yes	No	Don't Know
All Survey Responses Weighted to Match System Demographics*	-	78%	14%	8%
All Survey Responses Unweighted	5404	81%	12%	8%
Notable Subsets:				
Current Metrorail Riders	4868	80%	12%	9%
Protected Populations:				
Minority Respondents	1599	76%	16%	9%
Low Income Respondents	703	76%	16%	9%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.



III. Metrobus Proposals



Metrobus Proposal 1: Eliminate Service on Metrobus

Question

Metro is proposing to eliminate the following Metrobus routes:

D.C.	Maryland	Virginia	
• 60	• 89M	• 1C	
• 74	• B21, B22	• 2B	
• 96	• B24	• 3F, 3Y	
• A31, A32, A33	• B27	• 8W	
• D2	• C11, C13	• 11Y	
• D6	• C12, C14	• 16Y	
• D31, D32, D33, D34	• D14	• 17B, 17M	
• D51	• F1	• 17G, 17K	
• E2	• F8	• 18G, 18J	
• G2	• F12	• 18P	
• H6	• F13	• 21C	
• K2	• F14	• 22A, 22F	
• M4	• G12	• 26A	
• M6	• H12	• 28F	
• P6	• J12	• 29G	
• S35	• K9	• REX	
• S41	• L8		
• U4	• NH2		
• U7	• P18		
• W1	• R12		
• W2, W3	• T2		
• W5	• V14		
• W6, W8	• W14		
• W45, W47	• Z2		
• X3	• Z7		
• X8			

Are you in favor of the above proposal?

Response: Eliminate Service on Metrobus

	Response Count	Yes	Νο	Not Sure
All Survey Responses Weighted to Match System Demographics*	-	5%	83%	11%
All Survey Responses Unweighted	6292	4%	83%	12%
Notable Subsets:				
Current Metrobus Riders	5355	4%	86%	10%
Current Riders of Proposed Routes	4678	2%	95%	3%
Protected Populations:				
Minority Respondents	1988	5%	83%	12%
Low Income Respondents	1125	4%	86%	10%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information^{0,4}se⁵⁵² Slide 55.



Metrobus Proposal 1: Eliminate Service on Metrobus

Question

Would the above change increase or decrease your likelihood of choosing Metrobus over other travel options in the future?

Response: Eliminate Service on Metrobus

	Response Count	Increase Likelihood of Choosing Metrobus	Decrease Likelihood of Choosing Metrobus	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	-	3%	85%	12%
All Survey Responses Unweighted	5549	2%	88%	10%
Notable Subsets:				
Current Metrobus Riders	4828	2%	90%	8%
Current Riders of Proposed Routes	4541	1%	95%	3%
Protected Populations:				
Minority Respondents	1764	4%	86%	11%
Low Income Respondents	1025	3%	89%	8%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.



Metrobus Proposal 2: Eliminate Metrobus Service on Parts of Route

Metro is proposing to eliminate certain routes, remove portions of routes or shorten routes where rail or bus transfers are available: The following routes or portions of routes would be eliminated or shortened where rail or bus transfers are possible: D.C. H8, H9 Eliminate Route H9: retain Route H8 V7, V8 Eliminate Route V7: retain Route V8 31.33 Service will terminate at Potomac Park near Foggy Bottom-GWU, excluding the previous stops at Federal Triangle and L'Enfant Plaza Metrorail stations, running between Friendship Heights and Potomac Park. 32, 36 Service will terminate at L'Enfant Plaza station, excluding the previous stops at Foggy Bottom-GWU, Farragut West, McPherson Sq and Archives stations, running between Southeast DC and L'Enfant Plaza. 42, 43 Service will terminate at Farragut Square, excluding the previous stops near Foggy Bottom-GWU, and at the Kennedy Center, running between Mt. Pleasant and Farragut Square 52, 54 Service will terminate at Metro Center station, excluding the previous stops at Smithsonian and L'Enfant Plaza stations, running between Takoma and Metro Center 62.63 Service will terminate at Georgia Ave-Petworth station, excluding the previous stops near U-Street, at Metro Center and at Federal Triangle stations, running between Takoma and Georgia Ave-Petworth 64 Service will terminate at Georgia Ave-Petworth station, excluding the previous stops near U-Street, at Metro Center and at Federal Triangle stations, running between Fort Totten and Georgia Ave-Petworth 80 Service will terminate at Union Station, excluding the previous stops near Chinatown, near Metro Center, at McPherson Sq and near Foggy-Bottom -GWU, running between Fort Totten and Union Station A4 Service will terminate at Congress Heights Station, excluding the previous stops northbound to Anacostia and southbound to WMATA Shepherd Parkway Metrobus Division, running between Fort Drum and Congress Heights Station G8 Service will terminate at Shaw-Howard U station, excluding the previous stops near Metro Center, at McPherson Sq and at Farragut Square, running between Avondale and Shaw-Howard U. L2 Service will terminate at the Duke Ellington Bridge, near the Woodley Park station, excluding the previous stops at Dupont Circle and at Farragut Square, running between Chevy Chase Circle and Duke Ellington Bridge. V4 Service will operate between Capitol Heights and Potomac Ave X9 Service will operate between Gallery PI-Chinatown and Minnesota Ave Maryland C21, C22, C26, Combine into Route C29, with weekday service between Addison Rd and Bowie State University, Saturday service between Addison Rd and Pointer Ridge; eliminate Sunday service C29 J1, J2 Eliminate Route J1; retain Route J2 R1, R2 Eliminate Route R1: retain Route R2 A12 Eliminate Sunday-only service extension between Addison Rd and Capitol Heights T14 Service will operate between New Carrollton and Mt. Rainie Virginia 1A, 1B Eliminate Route 1B: retain Route 1A 10A Combine with Metroway into one route between Huntington and Pentagon via Braddock Rd, Potomac Yard, Crystal City, and Pentagon City 16A, 16C, 16E Combine into one route which will operate seven days a week Combine with Route 10A into one route between Huntington and Pentagon via Braddock Rd, Potomac Yard, Crystal City, and Pentagon Metroway Are you in favor of the above proposal?

Question

Response: Eliminate Metrobus Service on Parts of Route

	Response Count	Yes	No	Not Sure
All Survey Responses Weighted to Match System Demographics*	-	9%	60%	31%
All Survey Responses Unweighted	6111	9%	60%	31%
Notable Subsets:				
Current Metrobus Riders	5220	8%	63%	29%
Current Riders of Proposed Routes	3223	7%	81%	12%
Protected Populations:				
Minority Respondents	1937	9%	63%	28%
Low Income Respondents	1086	7%	66%	27%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see 55.



Metrobus Proposal 2: Eliminate Metrobus Service on Parts of Route

Question

Would the above change increase or decrease your likelihood of choosing Metrobus over other travel options in the future?

Response: Eliminate Metrobus Service on Parts of Route:

	Response Count	Increase Likelihood of Choosing Metrobus	Decrease Likelihood of Choosing Metrobus	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	-	4%	73%	24%
All Survey Responses Unweighted	4616	2%	75%	23%
Notable Subsets:				
Current Metrobus Riders	4066	3%	78%	20%
Current Riders of Proposed Routes	2993	2%	88%	10%
Protected Populations:				
Minority Respondents	1512	4%	74%	22%
Low Income Respondents	875	5%	76%	20%

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.



Metrobus Proposal 3: Decrease Hours of Operation

Question

Metro is proposing that the following routes would no longer have service after 12 a.m. (midnight):

The following routes would no longer have service after midnight:				
Maryland	Virginia			
• A12	• 1A, 1B			
• C2, C4	• 7A			
• D12	• 16A, 16C, 16E			
• F4	• 28A			
• J1, J2				
• K6				
• L12				
• P12				
• T18				
• Y2, Y7, Y8				
• Z6, Z8				
The following routes would red those of Sunday.	uce its Saturday service hours to match			
Maryland				
• R4				

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Response: Decrease Hours of Operation

	Response Count	Yes	Νο	Not Sure
All Survey Responses Weighted to Match System Demographics*	-	15%	44%	42%
All Survey Responses Unweighted	6163	16%	37%	47%
Notable Subsets:				
Current Metrobus Riders	5265	15%	38%	46%
Current Riders of Proposed Routes	739	8%	86%	6%
Protected Populations:				
Minority Respondents	1955	15%	44%	41%
Low Income Respondents	1106	12%	47%	41%



Metrobus Proposal 3: Decrease Hours of Operation

Question

Would the above change increase or decrease your likelihood of choosing Metrobus over other travel options in the future?

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Response: Decrease Hours of Operation

	Response Count	Increase Likelihood of Choosing Metrobus	Decrease Likelihood of Choosing Metrobus	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	-	3%	51%	45%
All Survey Responses Unweighted	3677	2%	44%	54%
Notable Subsets:				
Current Metrobus Riders	3171	3%	45%	52%
Current Riders of Proposed Routes	681	4%	88%	8%
Protected Populations:				
Minority Respondents	1280	4%	51%	45%
Low Income Respondents	736	5%	55%	40%



Metrobus Proposal 4: Decrease Weekend Service

Question

Metro is proposing that the following routes would no longer have Saturday or Sunday (weekend) service:

The following routes would no longer have Saturday or Sunday (weekend) service:

D.C.	Maryland
• 42, 43 • 62, 63 • 64 • D4 • G8 • N2, N4, N6	• 83, 86 • C8 • V12 • Z6
The following lines would no longer	have Sunday service:
D.C.	Maryland
• H8	• C21, C22, C26, C29

Are you in favor of the above proposal?

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Response: Decrease Weekend Service

	Response Count	Yes	No	Not Sure
All Survey Responses Weighted to Match System Demographics*	-	7%	56%	36%
All Survey Responses Unweighted	6127	8%	55%	38%
Notable Subsets:				
Current Metrobus Riders	5231	7%	57%	36%
Current Riders of Proposed Routes	1911	1%	95%	4%
Weekend Metrobus Riders	3818	6%	64%	31%
Protected Populations:				
Minority Respondents	1935	7%	58%	34%
Low Income Respondents	1088	7%	60%	33%



Metrobus Proposal 4: Decrease Weekend Service

Question

Would the above change increase or decrease your likelihood of choosing Metrobus over other travel options in the future?

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Response: Decrease Weekend Service

	Response Count	Increase Likelihood of Choosing Metrobus	Decrease Likelihood of Choosing Metrobus	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	-	2%	66%	31%
All Survey Responses Unweighted	4142	2%	65%	33%
Notable Subsets:				
Current Metrobus Riders	3628	2%	68%	30%
Current Riders of Proposed Routes	1836	1%	96%	4%
Weekend Metrobus Riders	2780	2%	74%	25%
Protected Populations:				
Minority Respondents	1400	3%	68%	30%
Low Income Respondents	790	3%	71% 511	26%

Metrobus Proposal 5: Decrease Frequency of Service

The following route	s would have reduced frequency, increasing the time between buses:
D.C.	
80	Service will at least run every 20 minutes instead of 12 minutes, running every 20 minutes or better from 7 a.m. to 9 p.m. daily.
D8	Service will at least run every 30 minutes instead of 20 minutes, running every 30 minutes or better from 7 a.m. to 9 p.m. daily.
S2	Service will at least run every 30 minutes instead of 20 minutes, running every 30 minutes or better from 7 a.m. to 9 p.m. daily.
Maryland	
A12	Service will run every 30 minutes instead of 20 minutes
C21, C22, C26, C29	Decrease frequency to every 60 minutes on weekdays
D12	Service will run every 30 minutes instead of 20 minutes
L12	Service will run every 30 minutes instead of 20 minutes during off-peak and weekend hours.
P12	Service will run every 20 minutes instead of 12 minutes during weekends
Z6, Z8	Decrease combined frequency to every 30 minutes on weekends
Virginia	
28A	Service frequency will change to every 15 minutes on Saturdays and every 20 minutes on Sundays, compared to the previous 12-minute frequency.
29K, 29N	Service will run on each route every 60 minutes instead of 40 minutes

Question

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Response: Decrease Frequency of Service

	Response Count	Yes	Νο	Not Sure
All Survey Responses Weighted to Match System Demographics*	-	11%	53%	36%
All Survey Responses Unweighted	6061	11%	48%	41%
Notable Subsets:				
Current Metrobus Riders	5167	10%	50%	40%
Current Riders of Proposed Routes	1432	8%	87%	5%
Protected Populations:				
Minority Respondents	1924	11%	52%	37%
Low Income Respondents	1081	10%	51%	39%





Metrobus Proposal 5: Decrease Frequency of Service

Question

Would the above change increase or decrease your likelihood of choosing Metrobus over other travel options in the future?

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Response: Decrease Frequency of Service

	Response Count	Increase Likelihood of Choosing Metrobus	Decrease Likelihood of Choosing Metrobus	No Impact on My Travel Choices
All Survey Responses Weighted to Match System Demographics*	-	3%	61%	36%
All Survey Responses Unweighted	3910	2%	59%	39%
Notable Subsets:				
Current Metrobus Riders	3403	2%	61%	37%
Current Riders of Proposed Routes	1353	2%	89%	9%
Protected Populations:				
Minority Respondents	1331	4%	63%	33%
Low Income Respondents	748	4%	62%	35%



IV. Capital Budget



Capital Budget

Question

The proposed capital budget for FY25 is \$2.6 billion, which is part of the six-year \$13.3 billion Capital Improvement Program (CIP) budget.

Metro's capital investments are focused on six categories: rail-cars and rail-car facilities; rail systems; track and structure rehabilitation; bus, bus facilities and paratransit; stations and passenger facilities; and operations and business support.

Are you in favor of proposed capital budget of \$2.6 billion for FY2025, to be used for the purposes described above?

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Response: Capital Budget

	Response Count	Yes	No
Responses Weighted to Match System Demographics*	-	82%	18%
All Survey Respondents	2743	87%	13%
Notable Subset:			
Current Metrorail Riders	2443	87%	13%
Current Metrobus Riders	1832	86%	14%
Protected Populations:			
Minority Respondents	842	83%	17%
Low Income Respondents	367	79%	21%



Capital Budget

Response: Budget Allocation

If the decisions were up to you, how would you allocate Metro's capital budget funds across the investment(s) below? (You get a total of \$100 dollars to spend).

Question

- Buying new railcars
- Buying new buses
- Buying new paratransit vehicles
- Administrative infrastructure (buildings and technology)
- Rail maintenance facilities
- Bus maintenance facilities
- Metrorail station
 improvements
- Bus loops and bus stop improvements
- Metrorail track and structure
 infrastructure
- Metrorail electrical systems (power, train control)

	Response Count	Buying new railcars	Buying new buses	Buying new paratransit vehicles	Administrative infrastructure (buildings and technology)	Rail maintenance facilities	Bus maintenance facilities	Metrorail station improvements	Bus loops and bus stop improvements	and structure	Metrorail electrical systems (power, train control)
Responses Weighted to Match System Demographics*	-	\$12.00	\$10.10	\$4.50	\$5.80	\$11.30	\$8.50	\$11.60	\$9.70	\$15.30	\$11.30
All Survey Respondents	2678	\$11.90	\$9.20	\$4.20	\$5.80	\$11.70	\$8.40	\$11.30	\$8.90	\$16.50	\$12.10
Notable Subset:											
Current Metrorail Riders	2385	\$12.10	\$8.80	\$4.00	\$5.80	\$11.70	\$8.30	\$11.40	\$8.70	\$16.80	\$12.30
Current Metrobus Riders	1798	\$11.00	\$10.40	\$4.20	\$5.60	\$11.20	\$9.30	\$10.70	\$10.80	\$15.30	\$11.50
Current MetroAccess Riders	195	\$10.10	\$11.50	\$6.10	\$6.40	\$11.90	\$8.70	\$10.40	\$13.60	\$11.60	\$9.70
Protected Populations:											
Minority Respondents	825	\$11.50	\$9.90	\$4.70	\$6.40	\$11.70	\$8.90	\$11.00	\$10.10	\$14.60	\$11.10
Low Income Respond ents	368	\$10.20	\$10.60	\$4.90	\$5.90	\$11.30	\$9.80	\$11.10	\$13.30	516 of 552	\$9.90

V. Budget Priorities



Budget Priority

Question

Considering the proposed changes mentioned above, would you prefer Metro to address its budget shortfall through fare/price increases (on Metrorail and Metrobus) or service cuts?

	Response Count	Strongly Prefer Fare Increase	Prefer Fare Increase	Neutral / No Preference	Prefer Service Cuts	Strongly Prefer Service Cuts
Responses Weighted to Match System Demographics*	-	35%	25%	24%	8%	8%
All Survey Respondents	7523	39%	27%	21%	8%	5%
Notable Subset:						
Current Metrorail Riders	6157	39%	28%	21%	8%	5%
Current Metrobus Riders	5410	41%	27%	20%	7%	5%
Current MetroAccess Riders	596	35%	21%	26%	8%	10%
Protected Populations:						
Minority Respondents	2292	34%	24%	25%	9%	9%
Low Income Respondents	1190	31%	23%	25%	11%	10%

Response: Budget Priority

*Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2022/2023 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 55.

Survey Sample

IV. Overall Survey Demographics

	Survey Demographics	Responses	%
Race and Ethnicity	African American or Black	754	11%
	White (not Latino)	4434	64%
	Latino	721	10%
	Asian	673	10%
	Native Hawaiian or other Pacific Islander	18	<1%
	Other / Mixed Race	360	5%
Income	Less than \$30,000	753	12%
	\$30,000 to \$99,999	2089	33%
	\$100,000 to \$199,999	2041	33%
	\$200,000 or more	1357	22%
Low Income *	Yes	1305	21%
	No	4935	79%
Has access to a car	Yes	4699	59%
Gender	Male	2982	40%
	Female	4492	60%
Where they live	DC	4368	55%
	MD	2033	26%
	VA	1466	18%
Where they work	DC	4974	69%
	MD	1081	15%
	VA	1019	14%
Federal Employee	Yes	1558	20%
Age	Under 18	156	2%
	18-24	1462	19%
	25-34	2212	29%
	35-44	1587	21%
	45-54	866	12%
	55-64	624	8%
	65 OR OLDER	592	8%

- * Low income is now determined using the Federal Poverty Guidelines, which take into account both family/household size and household income.
- Larger households typically require higher incomes to cover basic needs like housing, food, and healthcare. As the number of dependents in a household grows, so does the financial burden.
- Here's the threshold for low income in the DMV region.

Persons in Family/ Household	200 Percent of Poverty Guideline ¹
1	\$29,160
2	\$39,440
3	\$49,720
4	\$60,000
5	\$70,280
6	\$80,560



V. All Survey Responses Weighted to Match System Demographics*

The rows marked All Survey Responses Weighted to Match System Demographics* reflect Washington Metropolitan Area Metrorail ridership population.

The design of the weighting plan was based on onboard survey data collected by the 2022-2023 Rail passenger survey and 2018 Bus passenger survey.

Weights were applied to the dataset to help balance the demographics of the survey, including **matching the poverty level, race, and jurisdiction to the actual Metrorail and Metrobus ridership population**.



Title VI Equity Analysis

Attachment B

Title VI Equity Analysis – Service and Fare Changes FY2025 Operating Budget

I. Background

The Federal Transit Administration (FTA) requires that transit agencies conduct an equity analysis to determine whether proposed permanent major service changes or fare changes will result in a disparate impact (DI) to minority customers or a disproportionate burden (DB) to low-income customers (FTA Circular 4702.1B). This requirement stems from the Civil Rights Act of 1964 which states that, "no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." The purpose of the analysis is to determine whether the adverse effects of proposed major service changes or fare changes are disproportionately borne by minority or low-income customers, and alternatively, whether the positive benefits of proposed major service changes or fare changes are disproportionately received by non-minority and non-low-income customers. Such a finding is known as a disparate impact (DI) to minority customers or a disproportionate burden (DB) to low-income customers.

II. <u>Overview</u>

Following the Board of Director's adoption of the Public Hearing Docket for proposed service and fare changes in January of 2024, Metro received additional funds for operations. Consequently, Metro will no longer significantly reduce service levels.

The Revised FY2025 Proposed Budget no longer includes changes to Metrobus service. It does include a number of Metrorail service changes aimed at improving service efficiency. The Budget also includes fare changes that impact both Metrobus and Metrorail customers. Staff completed the Title VI equity analyses required for these service and fare changes and determined that the proposed changes do not result in a potential disparate impact (DI) for minority populations or a disproportionate burden (DB) for low-income populations.

III. <u>Title VI Analysis</u>

A. Data Sources and Methods

Service equity analyses are conducted on service reductions and service increases separately. The analysis is conducted separately for each mode, Metrorail and Metrobus, at the systemwide level. To assess the impact, the proposal is first evaluated to determine the combined number of customers the service changes will affect. The ratio of minority/low-income customers affected is then calculated for this same group of customers using demographic data collected from passenger surveys.¹

As of fall of 2023, approximately 83 percent of Metrobus customers are minority and 60 percent are low-income.² On Metrorail, 46 percent of customers are minority and 19 percent are low-income.²

In 2013, Metro's Board of Directors approved³ the thresholds used to identify potential DI and DB for service changes. There is a potential DI or DB if the percentage of minority or low-income customers impacted by the changes exceeds the mode's average share of minority/low-income customers by more than the applicable threshold percentage shown below. The applicable threshold is determined by the total number of daily customers impacted.

Table One: DI/DB Service Thresholds

Total Daily Customers Impacted	Threshold for Significant Disparity
Up to 10,000	8%
10,001 to 20,000	7%
20,001 to 40,000	6%
Over 40,000	5%

To assess the impacts of fare changes, an average fare paid by bus and rail customers by demographic group is calculated. The data are then merged with passenger survey data⁴ for the same customers and/or fare categories to create an average fare paid by demographic group (minority vs. non-minority, low-income vs. non-low-income).

Future fares are calculated with the same approach, except that the proposed fare policy changes are used in place of the current fares. The current average fare is then compared to the new average fare to determine the percentage change in fare by demographic group.

In Resolution 2013-27, the Board of Directors approved a DI/DB threshold of five percent for proposed fare changes, meaning that the average fare increase for minority/low-income customers cannot exceed the average fare increase for non-minority/non-low-income customers by more than five percent.

¹ Data sources: 2022 Metrorail Passenger Survey, 2018 Metrobus Passenger Survey

² Defined as 200% of the federal poverty level, adopted by the Metro Board of Directors as part of Metro's Title VI Program in December of 2023

³Resolution 2013-27

⁴ Data sources: 2022 Metrorail Passenger Survey, 2018 Metrobus Passenger Survey

B. FY2024 Service and Fare Proposals

The Revised FY2025 Budget proposal contains several rail service changes and fare changes that are subject to Title VI equity analyses.

Table Two: Major Policy Direction – Rail Service⁵

	Orange Line: Weekday peak service to operate every 10			
	minutes, with off-peak weekday and weekend service to operate every 12 minutes.			
Rail Service	Yellow and Green Line Service: Operate every eight			
	minutes (instead of six minutes) on weekends.			
	Holiday Service: Operate late-night weekend frequencies all			
	day on some holidays. ⁶			

Table Three: Major Policy Direction – Fares

Weekdey Pail	Base fare increase from \$2.00 to \$2.25	
Weekday Rail Fares	Max fare increase from \$6.00 to \$6.75	
	Milage change Increase from \$0.40 to \$0.45	
Weekend and Base fare increase from \$2.00 to \$2.25		
Late-Night Rail	e-Night Rail Max fare increase from \$2.00 to \$2.50	
FaresMilage change increase from \$0.40 to \$0.45		
	Increase bus fare from \$2.00 to \$2.25	
Other Fares	Increase bus-to-rail transfer discount from \$2.00 to \$2.25	
	Increased price for 1-,3-,7-Day and Monthly Passes	
	No change in parking rates	

C. <u>Results of Analysis – Rail Service Changes</u>

The Metrorail service changes are designed to improve efficiency. These proposed changes will impact fewer minority and low-income customers than the mode average. The service equity analysis evaluates the demographics of those customers who would experience longer wait times from decreased service frequency. Because the proposed service changes affect rail customers, Metro then compared that percentage to the mode average for Metrorail (45.8 percent minority; 18.7 percent low-income). On any given service day, the number of impacted customers is above 40,000; therefore, the threshold

⁵ Note the proposal also includes a modification to the length of peak period service. However, this change in service levels does not result in a major service change as service levels are not decreased by more than 20% on any given line

⁶ The analysis includes Thanksgiving, Christmas and up to two other holidays that would see a reduction in service frequencies between opening and 9:30 PM

for a finding of potential DI/DB is five percent.

	Minority Impacted Trips	Low-Income Impacted Trips
Impacted Ratio	43.2%	17.9%
Mode Average	45.8%	18.7%
Difference	-2.7%	-0.8%
Threshold	5.0%	5.0%
DI or DB	No	No

Table Four: DI/DB Test, Metrorail Service Changes

As shown in Table Four, the proposal impacts a group of customers that are less minority and less low-income than the mode average. Therefore, there is no finding of a potential DI for minority customers or potential DB for low-income customers.

D. <u>Results of Analysis – Fare Changes</u>

For the fare equity analysis, the FY2025 Operating Budget proposal includes a weekday fare structure with a base rail fare of \$2.25, a milage charge of \$0.45 and a maximum fare of \$6.75. It also includes a change in the base late-night and weekend fare from \$2.00 to \$2.25, with an increase of up to a \$2.50 maximum fare for other distanced-based fares during late-nights and weekends. On Metrobus, the base boarding charge would increase from \$2.00 to \$2.25. The analysis also includes an increase in the bus-to-rail transfer discount from \$2.00 to \$2.25 as well as an increase to the price of 1-,3- and 7- Day Passes and Monthly Passes. The equity analysis evaluates whether the average fare increase for minority/low-income customers exceeds the average fare increase for non-minority/non-low-income customers by more than five percent.

Table Five: DI/DB Test, Fare Proposal

	Minority	Non- Minority	Low- Income	Non-Low- Income
Current Av. Fare	\$2.51	\$2.91	\$2.11	\$2.91
Proposed Av. Fare	\$2.82	\$3.28	\$2.39	\$3.26
Average Change	12.4%	12.5%	13.0%	12.3%
Difference	-0.1%		0.7%	
Threshold	+5.0%		+5.0%	
DI/ DB	Νο		No	

As shown on Table Five, the proposal would increase the average fare paid by minority and non-minority customers by about the same amount. Therefore, there does not appear to be a potential DI to minority customers. The proposal would increase the average fare paid by low-income customers slightly more (by 0.7 percent) than their nonlow-income counterparts. However, since the difference is less than five percent, there is not a potential DB to low-income customers.

Appendix

Major Service Changes – Rail

Table A1: Metrorail Major Service Change Definitions

Parameters	Metrorail Definitions
Frequency	Any reduction in service relative to all-day (non-rush hour) approved service levels on any rail line
	Any increase in service of more than 20% on any rail line
	Any reduction in weekday rush hour service more than 20% on any rail line
Span	Change in span of 30 minutes or more
Coverage/ Availability	Any change in service pattern
,	Complete and permanent scheduled station closure for one or more days in a week; opening of a new station.
	Addition or abandonment of a line

Table A2: Metrorail Major Service Changes – FY2025

Parameters	Metrorail Definitions
Frequency	Changes in frequency Green, Yellow and Orange Lines
	Operate late-night weekend frequencies all day on some holidays

1



MODES 1, 2, 10, 19

FY2025 BUDGET REVENUE, EXPENSE & FUNDING SOURCES

Г

(Dollars in Thousands)	<u>Total with</u> <u>REIMB</u>	<u>Subsidized</u>	BUS	RAIL	ACCESS	<u>REIMB</u>
REVENUES						
Passenger	\$389,410	\$387,100	\$53,703	\$328,909	\$4,489	\$2,310
Parking	\$20,691	\$20,691	\$0	\$20,691	\$0	\$0
Advertising	\$21,000	\$21,000	\$8,346	\$12,654	\$0	\$0
Joint Development	\$20,992	\$15,884	\$0	\$15,884	\$0	\$5,108
Fiber Optics	\$18,505	\$18,505	\$0	\$18,505	\$0	\$0
Other ¹	\$32,313	\$24,426	\$4,974	\$19,386	\$66	\$7,887
Total Revenues	\$502,911	\$487,605	\$67,022	\$416,028	\$4,555	\$15,306
EXPENSES						
Personnel	\$1,617,071	\$1,611,997	\$650,574	\$951,577	\$9,845	\$5,074
Services	\$384,089	\$374,295	\$61,501	\$153,857	\$158,938	\$9,794
Materials & Supplies	\$124,367	\$123,929	\$67,436	\$56,300	\$194	\$437
Fuel (Gas/Diesel/CNG)	\$41,748	\$41,748	\$35,454	\$1,806	\$4,488	\$0
Utilities & Propulsion	\$113,197	\$113,197	\$2,274	\$110,845	\$78	\$0
Casualty & Liability	\$45,180	\$45,180	\$16,387	\$28,463	\$331	\$0
Leases & Rentals	\$11,883	\$11,883	\$2,919	\$8,929	\$35	\$0
Miscellaneous	\$12,940	\$12,940	\$4,077	\$8,720	\$144	\$0
Total Expenses	\$2,350,475	\$2,335,170	\$840,621	\$1,320,496	\$174,053	\$15,306
	01 047504	<u> </u>	M770 500	\$224 400	\$400,400	
Operating Deficit	\$1,847,564	\$1,847,564	\$773,598	\$904,468	\$169,498	\$0
Federal Relief	\$95,000	\$95,000	\$25,008	\$68,661	\$1,331	\$0
Net Subsidy	\$1,752,564	\$1,752,564	\$748,591	\$835,807	\$168,167	\$0
Cost Recovery Ratio ²	21.40%	20.88%	7.97%	31.51%	2.62%	

¹Includes \$5 million of Federal PRIIA allocation for use exclusively by WMATA's Office of Inspector General ²Total Revenues / Total Expenses

³Amounts may not sum due to independent rounding

FY2025 SUMMARY OF STATE/LOCAL OPERATING REQUIREMENTS

(\$ in Millions)	FY2024 Subsidy	FY2025 Base Subsidy	Additional Regional Investment	FY2025 Total Subsidy	Debt Service	FY2025 Jurisdictional Contribution
District of Columbia	\$448.2	\$461.6	\$200.0	\$661.6	\$33.3	\$694.9
Montgomery County	\$196.7	\$213.2	\$62.6	\$275.8	\$15.4	\$291.2
Prince George's County	\$277.0	\$274.8	\$80.7	\$355.6	\$15.8	\$371.4
Maryland Subtotal	\$473.8	\$488.0	\$143.3	\$631.3	\$31.2	\$662.6
City of Alexandria	\$54.6	\$53.8	\$18.9	\$72.7	\$1.8	\$74.5
Arlington County	\$85.0	\$92.6	\$32.5	\$125.1	\$0.0	\$125.1
City of Fairfax	\$3.3	\$2.9	\$1.0	\$3.9	\$0.1	\$4.0
Fairfax County	\$167.9	\$165.1	\$58.0	\$223.1	\$5.6	\$228.7
City of Falls Church	\$3.8	\$4.1	\$1.4	\$5.5	\$0.2	\$5.7
Loudoun County	\$15.8	\$21.7	\$7.6	\$29.4	\$0.0	\$29.4
Virginia Subtotal	\$330.3	\$340.2	\$119.4	\$459.6	\$7.7	\$467.3
Total Contribution	\$1,252.3	\$1,289.8	\$462.8	\$1,752.6	\$72.2	\$1,824.8

Note: FY2025 Operating Subsidy inclusion of Additional Regional Investment based on legislation passed in the legislatures of the Commonwealth of Virginia and State of Maryland to suspend the 3% annual limit on increases to their respective shares of WMATA's Operating Budget subsidy for FY 2025

FY2025 SUMMARY OF STATE/LOCAL OPERATING REQUIREMENTS BY MODE

	Total	District of Columbia	Montgomery County	Prince George's County	City of Alexandria	Arlington County	City of Fairfax	Fairfax County	City of Falls Church	Loudoun County
Metrobus Operating Subsidy										
Regional Bus Subsidy	\$655,232,471	\$272,647,249	\$100,815,883	\$125,107,094	\$29,509,607	\$43,241,831	\$1,045,751	\$79,857,697	\$2,893,758	\$113,601
Non-Regional Bus Subsidy	\$93,358,107	\$47,683,448	\$5,315,236	\$30,888,737	\$3,860,425	\$1,683,638	\$0	\$3,926,623	\$0	\$0
Subtotal	\$748,590,578	\$320,330,697	\$106,131,119	\$155,995,831	\$33,370,031	\$44,925,469	\$1,045,751	\$83,784,319	\$2,893,758	\$113,601
Percent of Total	100.0%	42.8%	14.2%	20.8%	4.5%	6.0%	0.1%	11.2%	0.4%	0.0%
Metrorail Operating Subsidy										
Base Allocation	\$825,925,784	\$295,823,722	\$136,705,707	\$125,116,974	\$37,258,599	\$78,002,763	\$2,264,423	\$119,900,304	\$2,484,758	\$28,368,533
Max Fare Subsidy	\$9,881,061	\$1,329,232	\$3,155,880	\$1,128,016	\$96,291	\$347,484	\$194,152	\$2,727,804	\$27,736	\$874,467
Subtotal	\$835,806,845	\$297,152,954	\$139,861,587	\$126,244,989	\$37,354,890	\$78,350,247	\$2,458,575	\$122,628,108	\$2,512,494	\$29,243,001
Percent of Total	100.0%	35.6%	16.7%	15.1%	4.5%	9.4%	0.3%	14.7%	0.3%	3.5%
MetroAccess Subsidy	\$168,166,961	\$44,143,130	\$29,759,011	\$73,327,360	\$1,963,592	\$1,823,833	\$384,273	\$16,651,521	\$107,515	\$6,727
Percent of Total	100%	26.2%	17.7%	43.6%	1.2%	1.1%	0.2%	9.9%	0.1%	0.0%
Total Subsidy	\$1,752,564,384	\$661,626,781	\$275,751,716	\$355,568,181	\$72,688,513	\$125,099,549	\$3,888,599	\$223,063,949	\$5,513,767	\$29,363,329
	100.0%	37.8%	15.7%	20.3%	4.1%	7.1%	0.2%	12.7%	0.3%	1.7%
Debt Service										
Subtotal	\$72,238,751	\$33,302,581	\$15,423,570	\$15,822,797	\$1,778,162	\$0	\$111,660	\$5,623,595	\$176,387	\$0
Jurisdictional Contribution	\$1,824,803,136	\$694,929,362	\$291,175,286	\$371,390,978	\$74,466,675	\$125,099,549	\$4,000,259	\$228,687,543	\$5,690,154	\$29,363,329

Attachment E

SERVICE AND FARE CHANGES

Metrorail Service Changes

1. Decrease Orange Line Frequency

Reduce Orange Line headways to every 10 minutes during the A.M. and P.M. Rush, from every 7.5 minutes on average. Reduce headways to every 12 minutes during off-peak hours, from every 10 minutes. Late night service would continue to operate every 15 minutes.

2. Decrease Weekend Green and Yellow Line Frequency

Reduce weekend service on the Green and Yellow Lines on weekends to every 8 minutes from opening to closing, from every 6 minutes until 9:30 p.m. and every 7.5 minutes after 9:30 p.m.

3. Decrease Duration of A.M. and P.M. Rush Service on all lines

Rush service would operate for approximately 2 hours each during the morning and afternoon rush hours, between approximately 7 a.m. to 9 a.m. in the morning and 4 p.m. to 6 p.m. in the afternoon.

4. Decrease Service on Select Holidays

Operate the rail system with Weekend Late Night service levels throughout the day during select low-ridership holidays, including Thanksgiving Day, Christmas Day, and up to two more holidays.

Line	<u>All Day Service</u> Weekdays	A.M./P.M. Rush Weekdays only 7-9 a.m. and 4-6 p.m.	<u>Late Night</u> <u>Service</u> Weekdays	<u>All Day</u> <u>Service</u> Weekends	<u>Late Night</u> Weekends
Red	6 min	5 min	10 min	6 min	10 min
Green, Yellow	6 min	6 min	7.5 min	8 min	8 min
Blue, Orange, Silver	12 min	10 min	15 min	12 min	15 min

FY2025 Metrorail Service Levels

All Day Service: Baseline service frequency from opening to 9:30 pm, seven days a week A.M./P.M. Rush Service: Increased service frequency between approximately 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m., Monday-Friday

Late Night Service: Service frequency from 9:30 p.m. to Closing seven days a week

Fare Changes

1. Fares

Regular Metrorail and Metrobus fares are proposed to increase by 12.5%, resulting in a Metrorail fare range from \$2.25 to \$6.75 on weekdays and a \$2.25 base Metrobus fare. Late night and weekend Metrorail fares are proposed to increase by up to 25%, resulting in a fare range from \$2.25 to \$2.50. The MetroAccess fare cap is currently twice the Metrorail/Metrobus base fare. As a result of the proposed base fare change, the MetroAccess fare cap would increase by 12.5% to \$4.50.

2. Pass Products

Pass product prices will be increased as shown in the table below.

3. Parking Rates

No changes to parking fees are proposed. Metro is equipping bicycle lockers with an hourly rental feature, with a proposed rate of \$.05 per hour up to \$1.00 per day.

		FY2024 Fares/Fees	FY2025 Fares/Fees
Metro	rail Regular Fares ¹		
1	Boarding charge (up to 3 miles)	\$2.00	\$2.25
2	Composite mileage charge over 3 miles	\$0.40	\$0.45
3	Maximum fare	\$6.00	\$6.75
4	Reduced fare for senior/disabled/Metro Lift	\$1.00 - \$3.00	\$1.10 - \$3.35
Metro	rail Late Night and Weekend Fares ²		
5	Boarding charge (up to 3 miles)	\$2.00	\$2.25
6	Composite mileage charge over 3 miles		\$0.45
7	Maximum fare	\$2.00	\$2.50
8	Reduced fare for senior/disabled/Metro Lift	\$1.00	\$1.10 - \$1.25
Metro	bus Local Fares		
9	Boarding charge for local bus	\$2.00	\$2.25
10	Reduced fare for senior/disabled/Metro Lift	\$1.00	\$1.10
Metro	bus Express Fares		
11	Boarding charge for express bus	\$4.25	\$4.80
12	Reduced fare for senior/disabled/Metro Lift	\$2.10	\$2.40
Metro	bus Airport Fares		
13	Boarding charge for designated airport routes	\$7.50	\$8.45
14	Reduced fare for senior/disabled/Metro Lift	\$3.75	\$4.20
Unlim	iited Combo Passes ³		
15	Monthly unlimited passes (32 times the selected fare)	\$64.00 to \$192.00	\$72.00 to \$216.00
16	1-day unlimited pass	\$13.00	\$13.50
17	3-day unlimited pass	\$28.00	\$33.75
18	7-day short-trip unlimited pass ⁴	\$38.00	\$40.50
19	7-day unlimited pass	\$58.00	\$60.75
Bus P	Passes		
20	7-Day Regional Bus Pass	\$12.00	\$13.50
21	7-Day Regional Senior/Disabled Bus Pass	\$6.00	\$6.75
Other	Passes⁵		
22	Monthly TransitLink Card on MARC and VRE	\$114.00	\$128.25
23	Monthly TransitLink Card on MTA	\$176.00	\$198.00

 ¹ Regular fares are currently in effect on weekdays from opening through 9:30 p.m.
 ² Late-Night and Weekend fares are in effect on weekdays after 9:30 p.m. and from Saturday opening until Sunday closing.
 ³ Unlimited Combo Passes shall be valid on Metrorail, Metrobus and Regional Bus Providers (including but not limited to ART, DC Circulator, CUE, DASH, Fairfax Connector, The Bus, and Ride On) instead of only Metrorail and Metrobus upon the implementation of and subject to WMATA entering into a revenue sharing agreement with regional providers.
 ⁴ 7-day Short Trip Pass covers unlimited trips on Metrorail up to twice the base fare.
 ⁵ Prices reflect Metro's portion of the TransitLink Cards on MARC, VRE, and MTA.

25Local to express bus\$2.00 discount\$2.25 dis26Local to designated airport routes\$2.00 discount\$2.25 dis27Rail-to-bus transfer\$2.00 discount\$2.25 dis28Bus-to-rail transfer\$2.00 discount\$2.25 dis29Transfer from MARC, VRE, & MTA with weekly/monthly passFreeNo cl30Transfer from regional bus partnersVariesNo cl31Package of 10 tokens, available to organizations\$20.00No cl32DC student tokens - 10 trips per pack\$10.00No cl33Surcharge on entry/exit for station improvements\$0.05No cl34MetroAccess fare (within ADA 3/4 mile service corridor)VariesYaries36District of Columbia daily fees\$4.45 to \$4.95No cl37Montgomery County daily fees\$3.00 to \$4.95No cl38Prince George's County daily fees\$3.00 to \$4.95No cl39Virginia daily fees\$4.00 to \$65.00No cl	
24 Local to local bus Free No cl 25 Local to express bus \$2.00 discount \$2.25 dis 26 Local to designated airport routes \$2.00 discount \$2.25 dis 27 Rail-to-bus transfer \$2.00 discount \$2.25 dis 28 Bus-to-rail transfer \$2.00 discount \$2.25 dis 29 Transfer from MARC, VRE, & MTA with weekly/monthly pass Free No cl 30 Transfer from regional bus partners Varies No cl Other Fare Media 31 Package of 10 tokens, available to organizations \$20.00 No cl 32 DC student tokens - 10 trips per pack \$10.00 No cl 33 Surcharge on entry/exit for station improvements \$0.05 No cl MetroAccess Fares ⁷ 34 MetroAccess fare (within ADA 3/4 mile service corridor) Varies Yaries 35 Maximum fare \$4.45 to \$4.95 No cl 36 District of Columbia daily fees \$4.45 to \$4.95 No cl 37 Montgomery County daily fees \$3.00 to \$4.95 No cl 38	/Fees
25Local to express bus\$2.00 discount\$2.25 dis26Local to designated airport routes\$2.00 discount\$2.25 dis27Rail-to-bus transfer\$2.00 discount\$2.25 dis28Bus-to-rail transfer\$2.00 discount\$2.25 dis29Transfer from MARC, VRE, & MTA with weekly/monthly passFreeNo cl30Transfer from regional bus partnersVariesNo cl31Package of 10 tokens, available to organizations\$20.00No cl32DC student tokens - 10 trips per pack\$10.00No cl33Surcharge on entry/exit for station improvements\$0.05No clMetroAccess Fares734MetroAccess fare (within ADA 3/4 mile service corridor)Varies35Maximum fare\$4.45 to \$4.95No cl36District of Columbia daily fees\$4.45 to \$5.20No cl37Montgomery County daily fees\$3.00 to \$4.95No cl38Prince George's County daily fees\$3.00 to \$4.95No cl39Virginia daily fees\$4.00 to \$65.00No cl	
26Local to designated airport routes\$2.00 discount\$2.25 dis27Rail-to-bus transfer\$2.00 discount\$2.25 dis28Bus-to-rail transfer\$2.00 discount\$2.25 dis29Transfer from MARC, VRE, & MTA with weekly/monthly passFreeNo cl30Transfer from regional bus partnersVariesNo cl31Package of 10 tokens, available to organizations\$20.00No cl32DC student tokens - 10 trips per pack\$10.00No cl33Surcharge on entry/exit for station improvements\$0.05No cl34MetroAccess Fares ⁷ \$4.00VariesNo cl35Maximum fare\$4.00\$4.00No cl36District of Columbia daily fees\$4.45 to \$4.95No cl38Prince George's County daily fees\$3.00 to \$4.95No cl39Virginia daily fees\$3.00 to \$4.95No cl39Virginia daily fees\$45.00 to \$65.00No cl	hange
27Rail-to-bus transfer\$2.00 discount\$2.25 dis28Bus-to-rail transfer\$2.00 discount\$2.25 dis29Transfer from MARC, VRE, & MTA with weekly/monthly passFreeNo cl30Transfer from regional bus partnersVariesNo cl31Package of 10 tokens, available to organizations\$20.00No cl32DC student tokens - 10 trips per pack\$10.00No cl33Surcharge on entry/exit for station improvements\$0.05No cl34MetroAccess Fares ⁷ 34MetroAccess fare (within ADA 3/4 mile service corridor)Varies35Maximum fare\$4.45 to \$4.95No cl36District of Columbia daily fees\$4.45 to \$5.20No cl37Montgomery County daily fees\$3.00 to \$4.95No cl38Prince George's County daily fees\$3.00 to \$4.95No cl39Virginia daily fees\$3.00 to \$4.95No cl40Monthly reserved parking fees\$45.00 to \$65.00No cl	count
28Bus-to-rail transfer\$2,00 discount\$2.25 dis29Transfer from MARC, VRE, & MTA with weekly/monthly passFreeNo cl30Transfer from regional bus partnersVariesNo cl31Package of 10 tokens, available to organizations\$20.00No cl32DC student tokens - 10 trips per pack\$10.00No cl33Surcharge on entry/exit for station improvements\$0.05No cl34MetroAccess Fares ⁷ \$4.00Varies35Maximum fare\$4.00\$4.00Parking Fees ⁸ 36District of Columbia daily fees\$4.45 to \$4.95No cl37Montgomery County daily fees\$3.00 to \$4.95No cl39Virginia daily fees\$3.00 to \$4.95No cl39Virginia daily fees\$4.500 to \$65.00No cl	count
29Transfer from MARC, VRE, & MTA with weekly/monthly passFreeNo cl30Transfer from regional bus partnersVariesNo cl31Package of 10 tokens, available to organizations\$20.00No cl32DC student tokens - 10 trips per pack\$10.00No cl33Surcharge on entry/exit for station improvements\$0.05No cl34MetroAccess Fares ⁷ 34MetroAccess fare (within ADA 3/4 mile service corridor)Varies35Maximum fare\$4.00\$4.00Parking Fees ⁸ 36District of Columbia daily fees\$4.45 to \$4.95No cl37Montgomery County daily fees\$4.45 to \$4.95No cl39Virginia daily fees\$3.00 to \$4.95No cl39Virginia daily fees\$45.00 to \$65.00No cl40Monthly reserved parking fees\$45.00 to \$65.00No cl	count
30Transfer from regional bus partnersVariesNo cl31Package of 10 tokens, available to organizations\$20.00No cl32DC student tokens - 10 trips per pack\$10.00No cl33Surcharge on entry/exit for station improvements\$0.05No cl34MetroAccess Fares ⁷ 34MetroAccess fare (within ADA 3/4 mile service corridor)Varies35Maximum fare\$4.00Parking Fees ⁸ 36District of Columbia daily fees\$4.45 to \$4.95No cl37Montgomery County daily fees\$3.00 to \$4.95No cl38Prince George's County daily fees\$3.00 to \$4.95No cl39Virginia daily fees\$3.00 to \$4.95No cl40Monthly reserved parking fees\$45.00 to \$65.00No cl	count
Other Fare Media 31 Package of 10 tokens, available to organizations \$20.00 No cl 32 DC student tokens - 10 trips per pack \$10.00 No cl 33 Surcharge on entry/exit for station improvements \$0.05 No cl MetroAccess Fares ⁷ 34 MetroAccess fare (within ADA 3/4 mile service corridor) Varies MetroAccess fare (within ADA 3/4 mile service corridor) Varies MetroAccess fare (within ADA 3/4 mile service corridor) Varies MetroAccess fare (within ADA 3/4 mile service corridor) Varies MetroAccess fare (within ADA 3/4 mile service corridor) Varies MetroAccess fare (within ADA 3/4 mile service corridor) Varies MetroAccess fare (within ADA 3/4 mile service corridor) Varies MetroAccess fare (within ADA 3/4 mile service corridor) Varies MetroAccess fare (within ADA 3/4 mile service corridor) Varies MetroAccess fare (within ADA 3/4 mile service corridor) Varies MetroAccess fare (within ADA 3/4 mile service corridor) Varies MetroAccess fare (within ADA 3/4 mile service corridor) Varies MetroAccess fare (within ADA 3/4 mile service corridor) Varies MetroAccess fare (within ADA 3/4 mile service corridor) Varies Mothing for the fare fare fare (within ADA 3/4 mile service corridor) No cl 36 District of Columbia daily fees \$4.45 to \$4.95 <td>hange</td>	hange
31Package of 10 tokens, available to organizations\$20.00No cl32DC student tokens - 10 trips per pack\$10.00No cl33Surcharge on entry/exit for station improvements\$0.05No clMetroAccess Fares ⁷ 34MetroAccess fare (within ADA 3/4 mile service corridor)Varies35Maximum fare\$4.00Parking Fees ⁸ 36District of Columbia daily fees\$4.45 to \$4.95No cl37Montgomery County daily fees\$4.45 to \$5.20No cl38Prince George's County daily fees\$3.00 to \$4.95No cl39Virginia daily fees\$3.00 to \$4.95No cl40Monthly reserved parking fees\$45.00 to \$65.00No cl	hange
32DC student tokens - 10 trips per pack\$10.00No cl33Surcharge on entry/exit for station improvements\$0.05No clMetroAccess Fares7\$4MetroAccess fare (within ADA 3/4 mile service corridor)VariesYaries35Maximum fare\$4.00\$4.00Parking Fees836District of Columbia daily fees\$4.45 to \$4.95No cl37Montgomery County daily fees\$4.45 to \$5.20No cl38Prince George's County daily fees\$3.00 to \$4.95No cl39Virginia daily fees\$3.00 to \$4.95No cl40Monthly reserved parking fees\$45.00 to \$65.00No cl	
33 Surcharge on entry/exit for station improvements \$0.05 No cl MetroAccess Fares ⁷ 34 MetroAccess fare (within ADA 3/4 mile service corridor) Varies No cl 35 Maximum fare \$4.00 \$4.00 \$4.00 Parking Fees ⁸ 36 District of Columbia daily fees \$4.45 to \$4.95 No cl 37 Montgomery County daily fees \$4.45 to \$5.20 No cl 38 Prince George's County daily fees \$3.00 to \$4.95 No cl 39 Virginia daily fees \$3.00 to \$4.95 No cl 40 Monthly reserved parking fees \$45.00 to \$65.00 No cl	hange
MetroAccess Fares734MetroAccess fare (within ADA 3/4 mile service corridor)Varies35Maximum fare\$4.00Parking Fees836District of Columbia daily fees\$4.45 to \$4.95No cl37Montgomery County daily fees\$4.45 to \$5.20No cl38Prince George's County daily fees\$3.00 to \$4.95No cl39Virginia daily fees\$3.00 to \$4.95No cl40Monthly reserved parking fees\$45.00 to \$65.00No cl	hange
34MetroAccess fare (within ADA 3/4 mile service corridor)Varies35Maximum fare\$4.00Parking Fees ⁸ 36District of Columbia daily fees37Montgomery County daily fees\$4.45 to \$4.9538Prince George's County daily fees\$3.00 to \$4.9539Virginia daily fees\$3.00 to \$4.9540Monthly reserved parking fees\$45.00 to \$65.00	hange
35Maximum fare\$4.00Parking Fees8\$4.45 to \$4.95No cl36District of Columbia daily fees\$4.45 to \$4.95No cl37Montgomery County daily fees\$4.45 to \$5.20No cl38Prince George's County daily fees\$3.00 to \$4.95No cl39Virginia daily fees\$3.00 to \$4.95No cl40Monthly reserved parking fees\$45.00 to \$65.00No cl	
Parking Fees836District of Columbia daily fees\$4.45 to \$4.95No cl37Montgomery County daily fees\$4.45 to \$5.20No cl38Prince George's County daily fees\$3.00 to \$4.95No cl39Virginia daily fees\$3.00 to \$4.95No cl40Monthly reserved parking fees\$45.00 to \$65.00No cl	Varies
36District of Columbia daily fees\$4.45 to \$4.95No cl37Montgomery County daily fees\$4.45 to \$5.20No cl38Prince George's County daily fees\$3.00 to \$4.95No cl39Virginia daily fees\$3.00 to \$4.95No cl40Monthly reserved parking fees\$45.00 to \$65.00No cl	\$4.50
37Montgomery County daily fees\$4.45 to \$5.20No cl38Prince George's County daily fees\$3.00 to \$4.95No cl39Virginia daily fees\$3.00 to \$4.95No cl40Monthly reserved parking fees\$45.00 to \$65.00No cl	
38Prince George's County daily fees\$3.00 to \$4.95No cl39Virginia daily fees\$3.00 to \$4.95No cl40Monthly reserved parking fees\$45.00 to \$65.00No cl	hange
39Virginia daily fees\$3.00 to \$4.95No cl40Monthly reserved parking fees\$45.00 to \$65.00No cl	hange
40Monthly reserved parking fees\$45.00 to \$65.00No cl	hange
	hange
41 Hourly parking rate ⁹ \$1.00 No cl	hange
	hange
42 Non-Metro rider parking fees \$7.50 to \$15.00 No cl	hange
43Special event parking feesUp to \$25.00No cl	hange
Other Fees	
44 Bicycle locker rental (annual) \$120.00 No cl	hange
45 Bicycle locker rental (hourly) ¹⁰	\$.05

⁶ Transfer discounts shown are for customers paying full-fare and utilizing SmarTrip. Virtual bus-to-bus transfers between lines serving the Addison Road and Capitol Heights Metrorail stations via Metrorail at no charge with the use of a SmarTrip® card authorized in Resolution 2017-52 shall continue in effect. ⁷ MetroAccess fares are calculated as twice the equivalent fixed route SmarTrip® fare up to the maximum fare.

⁸ Parking fees are not collected on weekends or federal holidays. Daily parking fees consist of Metro's base fee plus jurisdiction ⁹ Short-term parking hours of availability ranges by station.

¹⁰ Up to \$1.00 per day.

Attachment F

Capital Financial					ibutions		
	FY2025	FY2026	FY2027	FY2028	FY2029	FY2029	6 Year
	Budget	Plan	Plan	Plan	Plan	Plan	Tota
Federal Funding							
Federal Formula Programs	470.0	481.2	490.8	500.6	510.6	520.8	2,974.0
Federal RSI/PRIIA	143.5	143.5	143.5	143.5	143.5	143.5	861.0
Other Federal Grants	6.6	24.3	45.4	47.0	2.2	2.3	127.9
Total - Federal Grants	620.1	649.0	679.7	691.1	656.4	666.6	3,962.8
State & Local Funding Contributions							
District of Columbia							
Formula Match & System Performance	109.4	112.6	116.0	119.5	123.1	126.8	707.
RSI/PRIIA	49.5	49.5	49.5	49.5	49.5	49.5	297.
Dedicated Funding	178.5	178.5	178.5	178.5	178.5	178.5	1,071.
Subtotal - District of Columbia	337.4	340.6	344.0	347.5	351.1	354.8	2,075.
State of Maryland							
Montgomery County	50.5	52.0	53.6	55.2	56.8	58.5	326.
Prince George's County	52.1	53.6	55.2	56.9	58.6	60.3	336.
Maryland RSI/PRIIA	49.5	49.5	49.5	49.5	49.5	49.5	297.
Maryland Dedicated Funding	167.0	167.0	167.0	167.0	167.0	167.0	1,002.
Subtotal - Maryland	319.0	322.1	325.3	328.5	331.9	335.4	1,962.
Commonwealth of Virginia							
City of Alexandria	13.8	14.2	14.6	15.0	15.5	15.9	89.
Arlington County	24.8	25.5	26.3	27.1	27.9	28.7	160.
City of Fairfax	.8	.8	.8	.8	.9	.9	5.
Fairfax County	44.1	45.5	46.8	48.2	49.7	51.2	285.
City of Falls Church	.9	.9	.9	.9	1.0	1.0	5.
Loudoun County	5.9	6.0	6.2	6.4	6.6	6.8	37.
Virginia RSI/PRIIA	49.5	49.5	49.5	49.5	49.5	49.5	297.
Virginia Dedicated Funding - Unrestricted	122.9	122.9	122.9	122.9	122.9	122.9	737.
Virginia Dedicated Funding - Restricted	31.6	31.6	31.6	31.6	31.6	31.6	189.
Congestion Mitigation and Air Quality	.7	.7	.7	.7	.7	.7	4.
Subtotal - Virginia	294.8	297.6	300.3	303.2	306.2	309.2	1,811.
Jurisdiction Planning Projects	3.0	3.0	3.0	3.0	3.0	3.0	18.
Other Reimbursable Projects	29.3	18.2	37.7	2.6	0	0	87.
Subtotal - Jurisdictional Reimbursable	32.3	21.2	40.7	5.6	3.0	3.0	105.
Total - State & Local	983.5	981.5	1,010.3	984.8	992.2	1,002.4	5,954
Debt	963.0	1,047.8	863.9	503.8	0	0	3,378
Grand Total Funding ^{1,2}	2,566.6	2,678.2	2,553.9	2,179.8	1,648.5	1,668.9	13,296.

¹Total funding requirement includes capital program expenditures, debt service, and estimated revenue loss from major shutdowns ²Amounts may not sum due to independent rounding

Capital Financial Plan – Investment by Category

(Dollars in Millions)	FY2025 Budget	FY2026-FY2030 Plan	6-Year Total
Railcar	\$453.4	\$ 2,403.5	\$ 2,856.9
Rail Systems	386.8	1,196.5	1,583.3
Track and Structure Rehabilitation	298.6	1,203.5	1,502.1
Stations and Passenger Facilities	373.7	945.9	1,319.6
Bus and Paratransit	495.1	1,869.4	2,364.5
Business Support	311.6	1,151.5	1,463.2
Total ²	\$2,319.2	\$8,770.4	\$11,089.6
Revenue Loss from Capital Projects	10.0	50.0	60.0
Debt Service - Dedicated Funding ¹	237.4	1,909.0	2,146.4
Total Capital Program Cost ¹	\$2,566.6	\$10,729.3	\$13,296.0

¹ Amounts may not sum due to independent rounding

INDIRECT COST RATE PROPOSAL Table of FY2025 Budgeted Indirect Cost Rates

For FY2025, Metro prepared and submitted an Indirect Cost Rate Proposal (ICRP) to the Federal Transit Administration (FTA) on December 30, 2022. FTA provided provisional approval of the FY2025 ICRP dated April 3, 2024.

For FY2024, Metro prepared and submitted an ICRP to the FTA on December 29, 2022. FTA provided provisional approval of the FY2024 Indirect Cost Proposal dated June 14, 2023 to be applied for the period of July 1, 2023 to June 30, 2024. Given the respective timelines of budget formulation and ICRP submittal and FTA review, the FY2025 Budget Development used the rate set that was provisionally approved on June 14, 2023. The FY2025 ICRP, if approved as submitted, will establish the set of rates shown in the table below labeled FY2025 Rates. WMATA plans to apply the FY2025 rate set when approved by FTA. Until such approval, the FY2025 Provisionally Approved rate set shall be applied.

FY2024 Provisionally Approved Rates

Department/Area	Indirect Cost Rate
Access Services, Mode 10 – Paratransit (ACCESS)	200.35%
Bus Services - Transportation, Mode 01 (BTRA)	27.34%
Bus Services - Vehicle Maintenance, Mode 01 (BMNT)	38.06%
Rail Transportation Administration, Mode 02 (RTRA)	40.36%
Rail Maintenance, Mode 02 (CMNT)	62.17%
Rail Infrastructure and Facilities, Mode 02 (INFR)	59.61%
Metro Transit Police Department (MTPD)	41.00%
Customer Service, Communications, and Marketing (CSCM)	88.75%
Office of Inspector General (OIG)	64.25%
Blended Rate	42.48%
Overall Indirect Cost Rate with Carry-Forward	55.06%

FY2025 Provisionally Approved Rates

Department/Area	Indirect Cost Rate
Operating Labor (Combined BUS, RAIL, ACCESS, MTPD, CSCM)	46.33%
Office of Inspector General (OIG)	51.46%
Capital – Design/Engineering/Construction	50.08%
Capital – Other	49.52%

In executing the FY2025 Capital Budget and Six-Year CIP, Metro shall use the approved rate set shown above in anticipation of FTA's approval of the FY2025 ICRP. If FTA requires changes to the rate set as part of their approval, Metro shall use the FTA-approved rate set so long as the application of any FTA-approved rate set does not increase operating subsidy or capital contributions.



Federal Transit Administration REGION III Delaware, District of Columbia, Maryland, Pennsylvania, Virginia, West Virginia 1835 Market Street Suite 1910 Philadelphia, PA 19103 215-656-7100

April 3, 2024

Ms. Yetunde Olumide Chief Financial Officer Washington Metropolitan Area Transit Authority 600 Fifth Street, NW Washington, DC 20001

Re: FY 2025 Indirect Cost Rate Proposal - Provisional Approval

Dear Ms. Olumide:

This letter is written in response to Washington Metropolitan Area Transit Authority's (WMATA) FY 2025 Indirect Cost Rate Proposal (ICRP) dated December 21, 2023. FTA has contracted the services of Dickey & Associates, a Financial Management Oversight Contractor (FMOC), to perform the review of the submission.

In order to allow sufficient time for the review process, FTA is issuing a provisional approval of the FY 2025 ICRP until the review is complete. The blended indirect cost rate of 47.07%, as proposed in WMATA's FY 2025 ICRP and outlined in the table below, is provisionally approved by FTA for application to direct labor charged to FTA grants during WMATA's Fiscal Year 2025. This provisional approval will be in effect from July 1, 2024 until a final approval is provided but no later than June 30, 2025.

	FY20	25 PROJECTED INDIRECT		FY 20	25 PROJECTED DIRECT LABOR	INDIRECT COST RATE
Operating	\$	365,943,102.00	Operating Labor	\$	789,864,742.00	46.33%
Operating-OIG	\$	2,280,229.00	OIG	\$	4,431,384.00	51.46%
Total Operating Indirect Costs	\$	368,223,331.00	Total Operating Direct Labor	\$	794, 296, 126.00	46.36%
Capital-Design/Eng-Const	\$	41,321,049.00	Capital-Design/Eng-Const	\$	82,504,650.00	50.08%
Capital-Other	\$	63,666,420.00	Capital-Other	\$	128,573,171.00	49.52%
NET INDIRECT COSTS		473,210,799	NET LABOR EXPENDITURES		1,005,373,947	47.07%

FTA will inform WMATA of any necessary adjustments to the ICRP after the FMOC's review is complete and issue a final approval once all adjustments are made.

Ms. Olumide April 3, 2024

If you have any questions, please contact Kelly Tyler in the Washington, DC Metropolitan Office at (202) 366-3267 or via e-mail at kelly.tyler@dot.gov.

Sincerely,

Three Store for Carlos Control of Control of

Terry Garcia Crews Regional Administrator

cc: Patrick Bailey, WMATA Tony Tarone, FTA Anne Marie Coughlin, FTA

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY Debt Management Policy Guidelines April 2024

I. Introduction

Section 101. Purpose

These Debt Management Policy Guidelines (the "Policy Guidelines") document the Washington Metropolitan Area Transit Authority's ("WMATA" or the "Authority") goals for the use of debt instruments and provides guidelines for the use of debt for financing the Authority's infrastructure and capital projects and other operational purposes. The Authority's overall guiding principles in issuing debt is to (a) identify transactions that utilize debt in the most efficient manner, (b) make timely debt service payments, and (c) achieve the lowest possible cost of capital and maintain high credit ratings and access to the capital markets.

Section 102. Authority, Scope and Review

WMATA is an interstate compact agency, and an agency and instrumentality of the District of Columbia, State of Maryland, and Commonwealth of Virginia. WMATA's continuing power to issue revenue bonds is set forth in Article IX of the Compact. Notwithstanding any provision of these Guidelines to the contrary, all debt obligations of WMATA will comply with the requirements of the Compact as well as all other applicable laws, regulations, and Board Resolutions.

These Policy Guidelines will be reviewed annually by the WMATA Board of Directors (the "Board") and any changes to the Policy Guidelines must be presented to and approved by the Board.

Section 103. Administration of Policy Guidelines

Both the Executive Vice President and Chief Financial Officer and the Vice President and Treasurer will be responsible for managing, implementing and reviewing the Policy Guidelines and recommending appropriate debt offerings including, if necessary, debt comparison analysis to the General Manager and Chief Executive Officer from time to time.

Section 104. General Best Interest of Authority

The General Manager and Chief Executive Officer will bring to the Board for approval prior to closing, any deviations from the Policy Guidelines that may be appropriate to address 1) changing financial goals, 2) emerging financial products/debt structures and 3) unique market opportunities.

II. General Debt Issuance Policies

Section 201. Use of Debt

WMATA will issue bonds for any lawful purpose. Bonds issued to fund WMATA's capital program may be used to fund expenses incurred on any project in the approved Six-Year Capital Improvement Plan, so long as bond proceeds are fully spent in accordance with applicable federal tax laws and regulations. Bond proceeds will not be used for ongoing operating needs except as provided for in this section. WMATA may use a mix of pay-as-you-go and debt to finance capital projects and other short and long-term financial needs of the Authority. The financing purpose will guide the type of debt WMATA uses, which may include:

Long-Term Debt: Long-term bonds/notes (instruments with a maturity of more than two years are preferred for financing essential capital activities including the acquisition, construction and rehabilitation of major capital assets. WMATA may issue Long-Term Debt with a maturity of forty (40) years or for a term equal to 120 percent of the average reasonably expected economic life of the CIP projects financed by tax-exempt bond proceeds, whichever is less.

Short-Term Debt: WMATA may use short-term bonds/notes (instruments with a maturity of two (2) years or less) as a cash management tool to provide interim financing to bridge temporary cash flow deficits within a fiscal year in either the operating or capital budget, and/or to reduce interest rate costs. Short-term debt obligations may include commercial paper, grant anticipation notes, working cash notes, variable rate bonds, bond anticipation notes, lines of credit as well as any other appropriate instruments.

Variable Rate Debt: In addition to fixed rate debt, WMATA may issue bonds/notes with a variable interest rate to 1) diversify its debt portfolio, 2) reduce interest costs, 3) improve its match of assets to liabilities, 4) provide budgetary relief or 5) allow grant funding flexibility to accommodate changes in debt service levels. The aggregate amount of WMATA's outstanding unhedged long-term variable ratedebt, however, is not authorized to exceed 20% of its outstanding long-term debt.

Direct Borrowing: Where direct borrowing/lending (such as TIFIA loans) would prove more economically beneficial, WMATA will consider direct loan obligations. However, WMATA will only proceed with a direct loan transaction if the transaction creates tangible benefits to WMATA.

Bond Premium: Bonds can be sold at par or as premium bonds or discount bonds. If bonds are sold with a premium, the premium shall be deposited to a Cost of Issuance Account to pay bond issuance costs, and, if applicable, any

residual premium will be transferred to a Capitalized Interest Account topay any capitalized debt service on the bonds; and, any further residual premium will be deposited into the Project Fund specific to that bond issue.

When issuing Gross Revenue Bonds, WMATA will attempt to "right-size" the issue so as to minimize any excess premium derived after covering 1) bond issuance costs; 2) and capitalized debt service, if any. Any remaining premium will be deposited to the project fund to satisfy the CIP Project Fund requirement.

Section 202. Financing Purposes

The Authority may issue debt for either new money or refunding purposes.

New Money Bonds: New money bonds may be issued to provide additional funding for essential capital activities or other activities suitable for bond financing, as detailed under Use of Debt.

Refunding Bonds: WMATA may issue refunding bonds to achieve debt service savings on its outstanding bonds by redeeming high interest rate debt with lower interest rate debt. WMATA may structure the savings from these bonds on a uniform, proportionate or accelerated basis depending on the Authority's financing goals. When refunding outstanding bonds, the Authority will generally seek a per bond net present value savings guideline of 3% based on market conditions. Refundings with lower savings rates may be appropriate to maximize overall financial objectives. Notwithstanding the above, the 3% savings guideline will not apply for bonds with a call date between one and three years from their stated maturity.

In certain instances, it may be advantageous for WMATA to issue refunding bonds that do not produce positive economic savings but serve to restructure debt or retire a bond issue in order to remove undesirable bond covenants. Prior to issuing such refunding bonds, WMATA will evaluate the benefits (both intangible and tangible) as well as the economic costs and compliance with existing bond covenants for approval by the Board.

Section 203. Issuance Processes

There are three basic processes for the issuance of long-term bonds:

• **Jurisdictional Capital Contribution Debt**. This form of debt may be issued using the process contained in the applicable Capital Funding Agreement which may provide for an opt-in option for the funding jurisdictions and formal agreement by the opting-in jurisdictions to fund that debt service. The security for these bonds will be WMATA's Gross Revenues as defined in the applicable bond resolution.

Dedicated Funding Debt. This form of debt may be issued with the approval of the Board without any jurisdictional input. The security for these bonds shall be the Dedicated Funding contributions received from the District of Columbia, the State of Maryland, and the Commonwealth of Virginia pursuant to the following legislative enactments: (a) from the District of Columbia under D.C. Official Code § 1-325.401 or any successor statute, as the same may be amended from time to time in the future;(b) from the State of Maryland under Md. Transportation Code Ann. § 10-205(g) or any successor statute, as the same may be amended from time to time; and (c) from the Commonwealth of Virginia under the Va. Code §33.2-3401.B or any successor statute, as the same may be amended from timeto time. Dedicated Funding shall also include funds paid by any of the District of Columbia, the State of Maryland, the Commonwealth of Virginia or any other Participating Jurisdiction in-lieu-of such amounts.

 Debt Secured by Other Revenue Sources. WMATA may issue debt secured by othersources of revenue not described above. The approval of the Board is the only approval necessary unless the source of revenue is from one or more of the local funding jurisdictions; in which case, those jurisdictions will have the same rights as under Jurisdictional Capital Contribution Debt.

Section 204. Combination of Security for Bonds

WMATA may issue bonds with one or more types of security provided that the issuance requirements and process for each type of security is met.

Section 205. Borrowing Capacity

In addition to complying with the financial covenants for outstanding Gross Revenue Transit Bonds authorized under the 2003 Gross Revenue Bond Resolution (2003-53) and subsequent supplemental resolutions and other applicable bond resolutions, the Authority will manage its debtto ensure sufficient revenues are available to meet its obligations under its various liens. WMATAwill monitor debt capacity and analyze impact of additional debt on the Authority's short- and long-term debt capacity. Any debt cap will be based on the overall needs of the Authority and the Debt Service Coverage requirements contained in anyapplicable bond resolution.

Senior and Junior Liens for each revenue source will be utilized in a manner that maximizes critical constraints, including cost and capacity, thus allowing for the most beneficial use of the revenue for the most efficient security structure. Prior to each lien, the Authority's Board will approve a maximum annual debt service ((MADS) ratio of pledged revenue divided by annual debt service) or other debt service coverage requirement necessary to satisfy the constraints.

Section 206. Use of Short-Term Debt

Short-Term Debt may be issued by WMATA. Lines of Credit not used for credit enhancement may be used for interim funding of the approved capital program or to ameliorate the impact of any shortfall in the Operating budget. When used in the capital program, the costs of such usage shall be charged to the applicable capital program or project. When a Line of Credit is used to ameliorate the impact of any shortfall in the Operating budget, the costs of such usage, including interest, shall be paid solely out of the Operating budget and charged to the jurisdiction or jurisdictions causing the need to use the Line of Credit or charged pursuant to the applicable subsidy formula when the use of the Line of Credit is from a non-jurisdictional requirement but never from any capital funds.

All forms of Short-Term Debt must be approved by the Board of Directors before closing; except thatLines of Credit meeting the following parameters may be issued without further Board action:

- Aggregate amount not to exceed \$500 million;
- The interest rate shall not exceed the then-current 30-day Secured Overnight FinancingRate ("SOFR") (or any generally accepted substitute for SOFR) plus margin of up to 7.00% per annum (calculated on the basis of an actual 360-day year);
- Have a term which is less than two years;
- Fees and transaction costs paid by WMATA on a Line of Credit may include the fee types and transaction costs contained in the existing Line of Credit program in effect upon passage of this policy and additional fee types and transaction costs (and each in amounts) which are reasonable and customary for the industry at the time of entering into a new or renewed Line of Credit; and
- If financial institution indemnification is required as a condition of

the Line of Credit, such indemnification shall have already been granted by the Board of Directors.

Section 207. Credit Ratings

WMATA's credit ratings goal is to achieve the best economic benefit from the Authority's debt issuances by attaining appropriate balance between minimizing borrowing cost and maximizing financial flexibility and result.

For existing bond programs, WMATA will attempt to maintain or improve current credit ratings without adversely affecting levels of debt that may be issued for any particular program. For new bond issuances, WMATA will generally seek investment grade ratings from at least two Nationally Recognized Statistical Rating Organizations. However, WMATA acknowledges that as market conditions and financing needs evolve, so should the Authority's credit ratings strategy. WMATA may accept a lower rating (and thus incur a modest financing cost differential) in order to gain flexibility needed to effect significant policy initiatives. The Authority will periodically review its credit rating strategy to see if market or capital plan developments warrant a revision in WMATA's approach to its ratings.

WMATA will strive to communicate regularly with rating agencies. As requested, the Authority will provide information to rating agencies, arrange regular conference calls to update rating analysts on significant financial developments and communicate with rating agencies prior to each WMATA public bond offering.

Section 208. Subordinate Liens

WMATA may determine that for some of its revenue sources it may be advantageous to issue subordinate lien debt. However, WMATA will only proceed with subordinate lien debt if the transaction creates tangible benefits to WMATA and is approved by the Board.

Section 209. Tax Status

WMATA has a preference for issuing debt on a tax-exempt basis to take advantage of interest costs savings compared to issuing taxable debt. However, WMATA may issue debt on a taxable or tax- exempt basis.

Section 210. Credit Enhancement

WMATA may secure credit enhancement for all or a portion of each bond issue. Credit enhancement may include municipal bond insurance or a letter/line of credit (which shall not be covered by Section 206 of this Debt Policy). The Executive Vice President and Chief Financial Officer or designees shall recommend use of credit enhancement considering such factors as economic benefit of the enhancement, and future secondary market trading conditions. WMATA will not secure credit enhancement unless the premium cost is less than the present value of the projected interest savings or if such credit enhancement improves capital market access and/or facilitates liquidity in the secondary market for the securities. For municipal bond insurance, or other forms of credit enhancement which are paid for with an upfront premium, WMATA will analyze the economic benefit both to the maturity of the bonds and to the first optional redemption date.

WMATA may also fund a debt service reserve fund to enhance the marketability of its bonds.

For bond issues that require a debt service reserve fund, WMATA may purchase a surety bond policy or letter of credit to satisfy the reserve fund requirement in lieu of funding.

III. Sustainability and Environmental, Social and Governance (ESG) Debt

As a mass transit system, WMATA promotes low carbon emissions and an environmentally friendly "green" platform encompassing its operations and infrastructure. The Authority's debt collateral attracts investors who want to contribute to its sustainable business model and may have mandates to invest in a socially responsible manner.

WMATA is under no obligation to certify any debt issuance as environmental, social or governance "ESG" bonds or as a compliance requirement, and can solely rely on its energy efficient and emissions reduction asset base to qualify its debt as "green" and socially responsible.

As WMATA fulfills its socially responsible objective with programs such as Metro Access, fares for low-income and disabled customers, subsidized student fare programs, and outreach programs to the low income and non-banked community, WMATA's investor relations, when appropriate, will emphasize its positive impact in the community to the Authority's investor base and highlight the Authority's federal mandate to serve lower income customers.

Debt issuances, when logical, are permitted to be marketed and labeled as "green", "sustainable", or ESG investment opportunities to potential investors. WMATA will leverage this marketing advantage to lower its cost of funds and/or to diversify investors when possible as the ESG market continues to grow worldwide.

IV. Method of Sale and Use of Professionals

Section 401. Method of Bond Sale

The General Manager & Chief Executive Officer or his designee may choose between the following three different bond sale methods: negotiated, competitive and private placement. A competitive sale is the preferred method of sale unless market conditions at the time of sale indicate a negotiated or private placement sale will result in lower overall cost to WMATA. In such cases, Board approval is required to proceed with a negotiated sale or private placement.

Factors which may be considered when determining the most efficient bond sale method include:

Bond market conditions	Bond structure	Market timing
Credit demand	Credit acceptance	Credit ratings
Use of proceeds	Bond size	Financing complexity
Desire to negotiatebond covenants	Credit enhancement participation	Credit Complexity

Section 402. Selection of Bond Financing Professionals

Bond Financial Advisory Professionals including firms that provide financial advisory and underwriting services to WMATA in connection with the issuance of debt shall be selected on a competitive basis to create pools of qualified vendors. The Executive Vice President and Chief Financial Officer or her designee have been delegated the authority to select Bond Financial Advisory professionals. The Authority will strive for diversity and provide opportunity for DBE firms, veteran owned, and other minority and women-owned firms as part of each underwriting team.

WMATA will select and retain at all times one or more independent registered municipal advisors (IRMAs) to review financing ideas provided to the Authority by Bond Underwriting Professionals. Further, concurrently with the planning for a debt issue, WMATA shall obtain the services of Bond Financial Advisory Professionals and, as needed, Bond Underwriting Professionals.

In addition to the above, WMATA may periodically solicit separately for specialized services, including short-term lending products, based on the financial needs of the Authority and market factors at the time of the solicitation. As the

market for financial institutions offering short-term lending products to governments evolve, WMATA may solicit bids for short-term borrowing programs from firms meeting the Compact requirements and whom the Authority deems viable at the time of the financing. WMATA requires its Bond Financial Advisory Professionals to provide services in accordance with all currently applicable Municipal Securities Rulemaking Board (MSRB) rules and any subsequent MSRB rulings or requirements.

V. Derivatives

Section 501. General Policy

Interest rate swaps and options (Swaps or Derivatives) are appropriate management tools that can assist WMATA to meet important financial objectives. Properly used, these instruments can help WMATA increase its financial flexibility, provide opportunities for interest rate savings, enhanced investment yields, or reduce interest rate risk through more effective matching of assets and liabilities. Derivatives for commodities used by WMATA also provide opportunities for financial benefit. The Executive Vice President and Chief Financial Officer or her designee must determine if the use of any Swap or hedging instrument is appropriate and warranted given the potential benefit, risks, and objectives of the Authority.

- WMATA may consider the use of a derivatives if it achieves one or more of the following objectives:
 - Provides specific risk mitigation not otherwise available;
 - Produces greater than expected interest rate savings or incremental yield over othermarket alternatives;
 - Results in improved capital structure or better asset/liability match.
- WMATA will not use derivative products that are speculative or create extraordinary leverage or risk; lack adequate liquidity; provide insufficient price transparency; or as investments.

WMATA will only do business with A+ or higher rated counterparties or counterparties whose obligations are supported by A+ or higher rated parties.

Section 502. Interest Rate Derivative Policy

Financial transactions using Swaps or other derivative products used in lieu of a fixed rate debt issueshould generate greater projected savings than the typical structure used by WMATA for fixed rate debt.

• WMATA will limit the total notional value of interest rate derivatives to an amount not toexceed twenty percent of total outstanding fixed rate debt and 100% of variable rate debt.

Section 503. Commodity Derivative Policy

WMATA is authorized to hedge or execute contracts for diesel fuel, electricity, CNG, carbon credits, and other commodities (excluding financial derivatives discussed above) that have a direct business relationship to WMATA's operations but not to exceed 95% of the expected use of the commodity to provide budget stability.

VI. Disclosure

WMATA will periodically review the requirements of the MSRB and the recommendations of the Government Finance Officers Association ("GFOA") including the GFOA recommendation that financial statements be prepared and presented according to generally accepted accounting principles.

The Authority will also comply with Rule 15c2-12 by filing its annual financial statements and other financial and operating data on the Electronic Municipal Market Access (EMMA) repository for the benefit of its bondholders within the timeframe required under each financing. WMATA will make its financial statements, annual budget and official statements available on its investor relations website. The Vice President and Treasurer will comply with all SEC requirements for disclosure by providing annual financial information and notices of material events as outlined in the Continuing Disclosure Agreement executed for each series of bonds.

VII. Post Issuance Considerations

Section 701. General Compliance Requirements

WMATA will comply with all debt covenants and comply with all post issuance tax requirements as detailed in the individual tax compliance certificate executed in connection with each bond or note sale. Specifically, WMATA will comply with Federal tax law to establish and maintain the exclusion from gross income tax on the Authority's bonds. WMATA will particularly focus on arbitrage requirements and will evaluate and ensure compliance with all applicable tax law during the debt issuance process, and on an ongoing basis thereafter, monitoring the Authority's debt portfolio in light of regulatory changes an case law, including arbitrage rules, including the Authority's arbitrage rebate position and any attendant rebate liability, as defined in § 148 of the Internal Revenue Code.

Section 702. Investment of Bond Proceeds

WMATA will invest the sale proceeds of its bonds in accordance with the provisions of the WMATA Compact and the Internal Revenue Code. WMATA will invest bond proceeds in a manner that allows proceeds to be available when needed. Interest earned on the investment of bond proceeds shall be deposited in the Project Fund applicable to bond proceeds.

Section 703. Trustee Relationships and Monitoring of Trustee Activities

The Vice President and Treasurer is responsible for monitoring trustee activities made on behalf of WMATA on a quarterly basis.